



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **M E M O R A N D U M**

**TO: Planning and Programming Committee Members**

Samuel Alai, Mayor, City of Broadview Heights  
Pamela Bobst, Mayor, City of Rocky River  
Tanisha Briley, City Manager, City of Cleveland Heights  
Kenneth Carney, County Engineer, Lorain County  
Phyllis Cleveland, Councilman, Ward 5, City of Cleveland  
Dennis Clough, Board President, GCRTA  
Jerry Cirino, Commissioner, Lake County  
Freddy L. Collier, Director, Cleveland City Planning Commission  
Andrew Conrad, County Engineer, Medina County  
Timothy DeGeeter, Mayor, City of Parma  
Michael Dever, Director of Public Works, Cuyahoga County  
Kyle Dreyfuss-Wells, Chief Executive Office, NEORS  
Michael Dylan Brennan, Mayor, City of University Heights  
Maribeth Feke, Director of Planning, GCRTA  
James Gills, County Engineer, Lake County  
Meghan George, Mayor, City of Lakewood  
Blaine A. Griffin, Councilman, Ward 6, City of Cleveland  
Dick Heidecker, Township Trustee, Columbia Township  
David Hearne, Interim Air Quality Commissioner, Cleveland Department of Public Health  
John D. Hunter, Mayor Sheffield Village  
Shawn Leininger, Executive Director, Cuyahoga County Planning Commission  
Robert Patrick, Service Director, City of Wadsworth  
John Picuri, Deputy Director, ODOT District 12  
Kurt Princic, Chief, Northeast District Office, Ohio EPA  
Ralph Spidalieri, Commissioner, Geauga County  
Matt Spronz, Capital Projects Director, City of Cleveland

**FROM:** Freddy Collier, Chair

**DATE:** July 3, 2020

**RE: Planning and Programming Committee**  
**Friday, July 10, 2020 from 11:30 a.m. to 1:30 p.m.**

**The Committee will meet via the Zoom instructions provided in the meeting invitation**

I look forward to seeing you on ***Friday, July 10<sup>th</sup> at 10:00 a.m. remotely.***





**NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**  
**Friday, July 10, 2020, 11:30 a.m. – 1:30 p.m.**

**DUE TO COVID-19, THE MEETING WILL BE REMOTE**

**PLANNING AND PROGRAMMING COMMITTEE AGENDA**

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Next Regular Meeting: ***Friday, October 10, 2020 at 11:30 a.m. NOACA Offices***

\*The public can email comments to [noaca@mpo.noaca.org](mailto:noaca@mpo.noaca.org). The comment must be related to a current agenda item, and will be documented in the meeting minutes. The meeting can be viewed live at: <https://youtu.be/tXgCpJLh2i4>

## **Agenda Item No. 1**

### **MINUTES**





## **NOACA Planning and Programming Committee Meeting**

April 17, 2020

Zoom Video Conferencing

**Present:** Please see the attached attendance record.

Director Freddy Collier, Chair of the Planning and Programming Committee (PPC), convened the meeting at 11:35 a.m.

Roll call was done to confirm the attendance.

### **Meeting Minutes**

A motion was made by Mr. Shawn Leininger to approve the minutes of the PPC meeting held on January 17, 2020. The motion was seconded by Mayor John Hunter. The motion passed by voice vote.

### **Subcommittee Updates**

Due to COVID-19, the subcommittees did not meet in March 2020.

### **Public Comments**

No comments were made at this meeting.

### **Chair's / Executive Director's Report**

No report was given at this meeting.

## **ACTION ITEMS**

### **Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC); 4th Quarter State Fiscal Year 2020**

There were no PPRs for the 4<sup>th</sup> quarter SFY 2020.

### **Plan and TIP Amendments; 4th Quarter State Fiscal Year 2020**

#### **CUY IR 77 / Miller Rd Interchange; PID 104983**

Mr. Randy Lane reviewed the CUY IR 77 / Miller Road Interchange project that is located at I-77 and Miller Road in the City of Brecksville. The project consists of the following improvements: preliminary engineering (PEPD) phase for the completion of a partial diamond interchange by adding a northbound exit ramp and a southbound entrance ramp; adding an auxiliary lane between the new southbound entrance ramp and the IR-80 exit ramp; widening Miller Road to provide left turn lanes (including structure widening); and adding dual westbound right turn lanes onto the IR-77 northbound entrance ramp. The total cost of the overall preliminary development (PD) phase, which includes PE phase activities, is \$3 million. \$1.5 million has been approved by TRAC and \$1.5 million is being provided by the City of Brecksville. This amendment is being

processed in accordance with ODOT's Project Development Process (PDP) which has five phases. The process will allow the project to move through the PE phase, cultivating in a Stage 1 plan design, which will be reviewed and concurred with by NOACA. Future phases, including environmental engineering, final engineering, right of way and construction will continue through the PPR process to be evaluated for amendment to the LRTP and TIP once preliminary engineering draft study results receive NOACA concurrence.

Ms. Grace Gallucci stated that the amendment presented at this meeting is not the same item that was presented to the Planning and Programming Committee initially. She noted that the previous item was for several phases to advance the project, while the item at this meeting is to get to Stage 1 analysis, which will also allow for the additional information that NOACA needs to bring its decision process to a close after the Policy Committee has developed the New or Modified Highway Interchange Projects Policy.

Ms. Kathy Sarli stated that the amendment is just for the preliminary engineering phase up to Stage 1 plan submittal. She mentioned that ODOT has a project development process that has five phases that are used for accounting purposes, each phase on its own is valid. She said the amendment would take the project to Stage 1 plan submittal only, while the previous amendment considered all phases up to right of way acquisition.

Ms. Gallucci stated that the amendment includes up to Stage 1. The project will have to come back to NOACA later this year or next year for the remainder of the preliminary development, right of way and design. She noted that as per NOACA's current Interchange Policy, the project would need to come back again approximately 12-18 months later in order to get approved for construction.

Mr. Lane stated that in November 2019, the Executive Committee referred the project back to the Policy Committee for additional evaluation, and in January 2020, the Policy Committee deferred the project back to the Planning and Programming Committee for evaluation of regional transportation impacts. He noted that information was not previously reviewed by the Planning and Programming Committee to inform its recommendation.

Dr. Ali Makarachi reviewed the following:

- Impact to regional travel analysis
- Total employment at the interchange
- Influence area of the southern ramps
- Influence area of the auxiliary lane
- Impacts of additional development on city streets
- Impacts of southern ramps on city streets
- Impacts of southern ramps-PM

Dr. Makarachi stated that the southern on/off ramps of the I-77 and Miller Road Interchange would provide some relief for traffic congestion on local streets and provide better access for those traveling to/from Summit County. Traffic on Brecksville Road, between I-80 and Miller Road shifts to I-77 SB and NB with the addition of southern ramps. Dr. Makarachi noted that the Miller Road bridge should be widened as planned when the southern ramps are added to the interchange. The auxiliary lane is on I-77, and therefore, its impacts are more regional than those of the southern ramps. He stated that a detailed economic/market analysis would be needed to determine regional population and workforce shift.

A motion was made by Mayor Sam Alai to recommend the 4<sup>th</sup> quarter SFY 2020 Plan and TIP amendment for CUY IR 77 / Miller Rd Interchange PEPD phase to the Executive Committee. The motion was seconded by Mayor Hunter.

Mayor Alai suggested making partial ramps a priority and include them in the new Interchange Policy.

Director John Picuri stated that ODOT links approval of preliminary engineering and environmental engineering into the preliminary development phase that is being recommended to the Executive Committee. He said the funding phase should coincide with the PEPD process. He noted that the amendment shows the PEPD phase being added to the TIP, but the description only describes the preliminary engineering and not the environmental engineering. He noted that ODOT does not separate the two; ODOT links environmental engineering so the project can advance to the NEPA process that includes all the important environmental studies, which is information that will be needed so the project can move forward and so ODOT has good information to make decisions. He said ODOT is not suggesting that the project be approved for right of way, final design or construction.

A motion was made by Director Picuri to amend the original motion to include environmental engineering to the PEPD phase to be consistent with ODOT's project development process. The motion was seconded by Mayor Hunter.

Mayor Hunter asked if the amended motion would delay the project from moving on to the Board or will the project have to go back to the committees.

Director Picuri stated that from his perspective, environmental engineering is part of the process and he did not think the project would have to go back to the other committees. He said the project has been funded through TRAC and he would like to see the project move forward.

Ms. Gallucci stated that the reason environmental engineering was not included in the amendment was because the Executive Committee requested that the project be reviewed. She said the Interchange Policy will inform how the Miller Road Interchange project is treated as well as eight other interchanges that NOACA is aware of for further study and advancement. She noted that the action at this meeting is to allow that phase to move forward so staff can have additional information needed for review; if it goes further at this time, it would not be adhering to what has been asked by the Executive and Policy Committees, which is to study the interchange in the context of the Interchange Policy and in the context of the overall issue of interchanges. She said she was not clear on why ODOT needed to move forward with the other phases without coming back to NOACA.

Director Picuri stated that environmental engineering is part of the preliminary development phase and part of the NEPA process. He noted that a lot of studies have to be done to get the needed information that is part of that process, and environmental engineering is consistent with what needs to be accomplished.

Ms. Gallucci said she thought there was an agreement between NOACA and ODOT that only Stage 1 would be done, recognizing that ODOT's process may be different and could be done after this phase is complete if the Board decides to move forward with the interchange.

Ms. Sarli stated that the reason NOACA settled on Stage 1 was because it would still allow the project to move forward and allow NOACA to develop its Interchange Policy at the same time. She said if environment engineering is included in the amendment, it would take the project to 60% of the engineering being done, which she did not believe was the intention of the Executive Committee. She stated that based on ODOT's project development process, all five sequential phases remain valid (planning, preliminary engineering, environmental engineering, right of way and construction); all phases are separate. She said NOACA is suggesting that the project go through the preliminary engineering phase and not the environmental engineering phase.

Director Picuri stated that the preliminary engineering and environmental engineering are connected as part of the project development process, which is why the Federal Highway Administration (FHWA) has connected the two as part of the approval process.

Ms. Sarli stated that preliminary engineering and environmental engineering are combined for FHWA and ODOT finance coding, which is more of an accounting reason.

Director Picuri said a lot of the studies that would come out of the NEPA process would be valid to making the decision to move the project forward.

Mayor Hunter asked if the amended motion would delay the process or move it ahead so the project does not have to come back to NOACA. Ms. Gallucci stated that the motion made by Director Picuri is to advance it.

Ms. Gallucci stated that NOACA believes the component proposed by staff will still conform to the overall objective on both sides. She said staff does not believe the project will be held up if environmental engineering is not included in the Plan and TIP amendment. She reminded the Committee that the project would still need to come back to NOACA for approval to move forward into the environmental phase.

Director Picuri stated that Stage 1 includes a very limited amount of work. He said the NEPA process that includes a lot of the environmental studies will bring additional information to the table.

Mayor Hunter asked if staff or the Executive Committee felt environmental engineering did not need to be part of the Plan and TIP amendment.

Ms. Gallucci stated that when the project was originally presented to NOACA, it included preliminary engineering, environmental engineering, design and right of way. The Executive Committee and Policy Committee agreed that the project should be looked at in a broader context of the Interchange Policy and impacts to the region as well as other interchanges being looked at by NOACA to be consistent in its decision making. She noted that the work that needs to be done will inform NOACA's process. She said she feared that if environmental engineering is included in the amendment, it would not conform to the direction of the Executive Committee. She recommended that the amendment be kept consistent with the Executive Committee's request and have it viewed in the larger context.

Director Picuri stated that environmental engineering would provide more information to review the project.

Ms. Sarli stated that the environmental engineering phase also gets into detailed design that is why NOACA made the cutoff at Stage 1, which represents the spirit of what the Executive Committee wanted, so NOACA could develop the policy while the project still moves forward.

Ms. Nancy Griffith asked if it would help or complicate the issue to make the amended motion contingent on the application of the yet to be developed Interchange Policy so NOACA could put a stop after the second phase.

Mayor Hunter asked if the Board could take action on the amendment by adding environmental engineering if the Planning and Programming Committee does not take action at this meeting. Ms. Griffith said yes. Mayor Hunter withdrew his second to the amended motion.

The Planning and Programming Committee voted on the original motion. The motion passed by voice vote.

Director Collier stated for the record there were no project planning reviews (PPRs) for the 4<sup>th</sup> quarter SFY 2020.

## **PRESENTATION / DISCUSSION ITEMS**

### **New or Modified Highway Interchange Projects Policy**

Mr. Joe MacDonald stated that the current New or Modified Highway Interchange Projects Policy was approved in April 2019 and is neither timely nor comprehensive. He mentioned that the Policy Committee requested feedback from the Planning and Programming Committee.

Mr. MacDonald stated that NOACA staff has developed policy elements for further review by the Policy Committee at its meeting in July. He noted that the new policy should establish criteria to evaluate regional impacts and assess a project's technical merits. He said NOACA will request ODOT not to review and award projects outside of the Long-Range Transportation Plan (LRTP), but collaborate and account for adjacent MPO impacts and assessment. Mr. MacDonald mentioned that NOACA's Regional Transportation Investment Plan (RTIP) includes the Regional Strategic Plan goals and objectives.

Mr. MacDonald reviewed the following objectives:

- Strengthen regional cohesion objectives
- Preserve existing infrastructure objectives
- Sustainable multimodal system objectives
- Support economic development objectives
- Enhance quality of life objectives

Dr. Makarachi reviewed the following technical merits:

- Increasing movement and access to freeway, arterial, collector, local, and cul-de-sac (chart)
- Two primary categories for interchanges
- 1-mile buffer of urban highway interchanges and 2-mile buffer of rural highway interchanges (map)
- Technical merits (traffic engineering criteria) for first and second tiers

Mr. MacDonald stated that if the Policy Committee and the Planning and Programming Committee concur, staff will revise the existing New or Modified Highway Interchange Projects Policy to better guide the evaluation of new or modified interchanges proposed in Northeast Ohio. NOACA staff will include recommendations from the Planning and Programming Committee and Policy Committee in a full draft policy to the Policy Committee at its meeting in July 2020.

Director Picuri said he agreed with the framework of the policy. He referenced the following sentence included in the handout and presentation slide:

“Furthermore, the policy should clearly request ODOT to not consider projects outside of NOACA’s LRTP; the two entities should collaborate.”

Director Picuri stated that he was unsure what the sentence was referencing, but noted that TRAC was established by the Ohio Revised Code (ORC) and is not governed by ODOT and that TRAC rules are not consistent with the above-referenced comment. He said TRAC is responsible for approving all major new construction funds, including those for significant interchange modifications. He noted that when TRAC approves projects, ODOT moves them forward.

Director Picuri asked what is meant by modified highway interchange. He asked if modified highway interchange means something that requires an Interchange Modification Study (IMS). He noted that a lot of things require an IMS, but they all do not rise to a level of project regional significance. He said if the intent is an IMS, it is going to be reviewed; and if not, what is the threshold that would have to be met to rise to a level of project regional significance.

Ms. Gallucci stated that NOACA would like there to be regional concurrence on any or all interchanges and have them be part of NOACA’s LRTP as opposed to having them be addressed as a one off. She stated that NOACA agrees TRAC is its own entity and was created by the ORC, but it is chaired by ODOT Director and staffed by ODOT and ODOT has access to changing/working on the policies. She stated that prior to the previous ODOT administration, the policy had been all projects must be on the LRTP before TRAC would consider them for funding. She noted that the policy was changed 5-6 years ago due to a project request from the NOACA region submitted by ODOT District 12 to TRAC that was inconsistent with NOACA’s policy. She stated that ODOT Director Jack Marchbanks (TRAC Chair) has been very receptive to reverting the policy back to the way it was and he acknowledged that should be considered by the TRAC again when it develops / reviews its policy for the next solicitation. She said NOACA will keep an eye on that change.

In reference to what the modification should encompass, Ms. Gallucci stated that the components of the interchange should be clearly outlined in the policy that is adopted by NOACA. She said those projects should be treated differently and noted that the components would have a different impact on an interchange and are developed as a solution for different purposes. She said those points should be included in the policy, both for discussion by the Committee so it can help determine what that looks like and ultimately in the adoption.

### **NOACA Long Range Plan**

Mr. MacDonald stated that NOACA’s Long Range Plan will create a Strategic Engagement model to guide NOACA’s work; increase the number of organizations with whom NOACA interacts; explore opportunities to engage and develop working relationships with organizations that are not normally associated with NOACA for high level discussions and input regarding long range planning.

Mr. MacDonald asked the Committee to consider the following: Participate in regional meetings to hear the local community perspective at different stages of the Long Range Plan's development regarding areas that are associated with the Legislative Agenda and priorities established for 2020; continue an active role in shaping strategic decisions that could be affected by external forces; and help build long-term relationships with external stakeholders.

Mr. MacDonald provided an overview of the following:

- Long Range Plan
- Long Range Transportation Plan (a component of the LRP)
- NOACA's Vision Statement
- AIM Forward 2040 Plan highlights
- 2050 Long Range Plan upcoming planning process
- Ongoing public involvement and input
- Long Range Plan 2050 - proposed additional initiatives

Mr. MacDonald stated that NOACA staff will bring back to the Committee elements with long-term planning and programming implications for review, discussion and feedback as the LRP develops.

Director Collier stated that the technology component is critical with respect to transportation infrastructure in the 21<sup>st</sup> century. He asked if staff is going to use technology to get a broad reach in getting feedback on the LRP. Mr. MacDonald said yes, especially given the current environment.

In reference to the New or Modified Highway Interchange Projects Policy, Director Picuri stated that he appreciated NOACA taking comments into consideration. He said NOACA's involvement is paramount to a good plan and ODOT looks forward to NOACA being part of that process.

### **Draft Clean Water 2020 Plan**

Mr. MacDonald provided background on the new 208 Plan development process that began in October 2016. He reviewed the differences between the 2000 Plan versus 2020 Plan (focus and goals).

Mr. MacDonald stated that the next steps are as follows:

- The draft 208 Plan will be presented to the Water Quality Subcommittee in June 2020 for endorsement and to the Board in September 2020 for adoption.
- If the 208 Plan is adopted by the Board, it will be submitted to Ohio EPA for certification by the governor.
- If the *Clean Water 2020 Plan* is certified, it will be submitted to USEPA for approval.
- If the 208 Plan is approved by USEPA, it will become NOACA's new 208 Plan in 2021.

## **INFORMATION**

### **Capital Programs Performance Measures Report**

Director Collier stated that the Capital Programs Performance Measures Report was included in the meeting packet.

Ms. Gallucci mentioned that the report has been enhanced. She noted that staff added a substantial amount of language to the measures so NOACA can keep better track of understanding why the measures are and are not being met. She pointed out that NOACA only met 1 out of 4 measures last year. NOACA staff would like to spend more time having a discussion about the measures when NOACA goes back to in-person meetings.

### **Old Business**

Mayor Alai asked that Mayor Jerry Hruby, City of Brecksville, be allowed to make comments.

Mayor Hruby asked if the Committee voted on the motion made by Director Picuri on the Miller Road Interchange. Director Collier said Director Picuri's request will be presented to the Board.

Ms. Griffith stated that the original motion presented by staff was passed by the Committee and the issue raised by Director Picuri can be addressed at the Board level.

Mayor Hruby stated that the City of Brecksville was not able to come forward earlier to discuss the Miller Road Interchange in detail because of the confidentiality agreement it had with Sherwin Williams. Mayor Hruby talked about all the things the City of Brecksville has done to get the interchange. He said the interchange is very important to the cities of Brecksville and Cleveland, the region, the state of Ohio, and this region's economy. He mentioned that the modification study was approved by ODOT District 12, ODOT Central and FHWA. He noted that the City of Brecksville received TRAC funding and was told to work with ODOT Districts 4 and 12 and ODOT Central to facilitate the widening of I-77 in Summit County.

Mayor Hruby stated that the Miller Road Interchange project seems to be caught up in policy issues involving NOACA. He noted that the City of Brecksville has been moving forward in the way it has been instructed to move forward and has gotten caught up in the bureaucracy of NOACA and its changing of policy. He said he was told that the preliminary and environmental engineering would be done and there would be a wait on the others. He said he was assured that the project would be moving forward in June or July. He noted that it appears the project may not move forward until next year, which would put a bind on the Sherwin Williams project. He noted that one of the contingencies of approval is that the Miller Road Interchange be approved and installed. He mentioned that the City of Brecksville has committed up to \$8 million to the project. The City of Brecksville has followed the procedures and has done all that it has been asked to do. He said it appears to the City of Brecksville, the project is being held up because of the debate going on within NOACA on how to handle the future policy regarding interchanges. He said preliminary and environmental engineering have always been done together and he did not understand the reason for separating them, which is going to add more time to the process and further delay the project.

Ms. Gallucci stated that the item that was approved at this meeting would allow the City of Brecksville and ODOT to begin working on the project if the NOACA Board approves it in June. She noted that Director Picuri is looking to go further into the process. She stated that when NOACA's staff met with ODOT's staff and Mayor Hruby, it was discussed that NOACA could only go to Stage 1, which does not stop the project; it would give NOACA information and allow the project to advance. She said the project itself would still have to be approved by NOACA.

Mayor Hruby stated that if NOACA would give the City of Brecksville approval to do the preliminary and environmental engineering together, as normally done, it would cut down on time.

Ms. Gallucci stated that NOACA needs to develop the Interchange Study so it will have further information on the Miller Road Interchange project. Upon completion of the Interchange Policy, NOACA can evaluate the project. She noted that everything would be done in a parallel fashion. Mayor Hruby reiterated his earlier comment about the project being delayed because of NOACA's Interchange Policy.

Mr. Brian Higgins stated that the matter has already been addressed and voted on by the Committee. He suggested that Mayor Hruby express his concerns to the Board at its June meeting. Mayor Hruby thanked the Committee for its consideration.

### **New Business**

No new business was discussed at this meeting.

### **Adjournment**

Director Collier stated that the next PPC meeting will be on July 10, 2020 at 11:30 a.m. There being no further business, the meeting was adjourned at 1:15 p.m.





**2020 Attendance Record**  
**NOACA Planning and Programming Committee**

MEETING DATES	1/17/20	4/17/20	7/10/20	10/9/20
<b>Cuyahoga County</b>				
Samuel Alai – Mayor, Broadview Heights (Dave Schroedel, Alternate)	X	X		
Pamela Bobst, Mayor, City of Rocky River (Paul Koomar, Alternate)	X	X		
Michael Dylan Brennan – Mayor, City of University Heights (Jeffrey Pokorny, Alternate)	X	X		
Tanisha R. Briley – City Manager, Cleveland Heights (Richard Wong, Alternate)	X	X		
Dennis Clough – RTA Board President (India Birdsong, Alternate) (Maribeth Feke, Alternate on 1/17/20)	A	A		
Timothy J. DeGeeter – Mayor, City of Parma (Brian Higgins, Alternate)	A	A		
Michael Dever – Public Works Director, Cuyahoga County (Nichole English, Alternate)	A	X		
Meghan George – Mayor, City of Lakewood (Bryce Sylvester, Alternate)	X			
Shawn Leininger, AICP, – Executive Director, Cuyahoga County Planning Commission (Susan Infeld, Alternate)	X	X		
<b>City of Cleveland</b>				
Phyllis Cleveland – Councilman, Ward 5, City of Cleveland (Kevin Kelley, Alternate)		X		
Freddy L. Collier, Jr. – Director, Cleveland City Planning Commission (Anthony Santora, Alternate)	X	X		
Blaine Griffin – Councilman, Ward 6, City of Cleveland (Anthony Hairston, Alternate)	X	X		
Matthew L. Spronz, P.E., PMP – Capital Projects Director, City of Cleveland (Richard Switalski, Alternate)	A	A		
<b>Geauga County</b>				
Ralph Spidalieri – Geauga County Commissioner (Joe Cattell, Alternate)	A	A		
<b>Lake County</b>				
Jerry Cirino, Lake County Commissioner (Kenneth Filipiak, Alternate)		A		
James R. Gills, P.E., P.S. – Lake County Engineer (Bruce Landeg, Alternate)				
<b>Lorain County</b>				
Kenneth P. Carney, Sr., P.E., P.S. – Lorain County Engineer (Robert C. Klaiber, Jr., P.E., P.S., Alternate)	A	A		
Richard Heidecker – Columbia Township Trustee (Mark Cunningham, Alternate)		X		

MEETING DATES	1/17/20	4/17/20	7/10/20	10/9/20
John D. Hunter – Mayor, Sheffield Village (David DiVencenzo, Alternate)		X		
<b>Medina County</b>				
Andrew Conrad – Medina County Engineer (Josh Wolf, P.E., P.S., Alternate)	X			
Robert Patrick, Service Director, City of Wadsworth (Patrick Patton, Alternate)	X	X		
<b>OHIO DEPARTMENT OF TRANSPORTATION (ODOT)</b>				
John Picuri, P.E. – Deputy Director, District 12 (Bob Weaver, Alternate)		X		
<b>NON-VOTING EX OFFICIO MEMBER</b>				
Kurt Princic – Chief, Ohio EPA, NE District Office (Jennifer Kurko, Alternate)	A			
<b>Ex-officio Members/Subcommittee Chairs</b>				
Kyle Dreyfuss-Wells, CEO, NEORSD (Frank Greenland, Alternate) (Jacqueline Muhammad, Alternate on 1/17/20)	A	X		
Maribeth Feke, Director of Planning, GCRTA (India Birdsong, Alternate)	X	X		
David G. Hearne, Interim Air Quality Commissioner, Cleveland Depart. of Public Health (Alternate Not Designated)		X		
<b>TOTAL IN ATTENDANCE:</b>	<b>19</b>	<b>22</b>		

X - Member present

A - Alternate present

## **Agenda Item No. 2**

### **SUBCOMMITTEE UPDATES**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Subcommittee Updates**

### **ACTION REQUESTED**

No action is requested at this time. This is an informational item.

### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

The Planning and Programming Committee evaluates recommendations from its three Subcommittees; Air Quality, Transportation and Water Quality. The Subcommittees provide advice and policy recommendations to the Planning and Programming Committee. Below are the summaries from the December 2019 Subcommittee meetings.

#### **Air Quality Subcommittee**

The Air Quality Subcommittee meeting was chaired by Mr. David Hearne on June 19, 2020.

Under presentation / discussion items, the Subcommittee received information on the following:

- Air Quality Subcommittee Charter and membership review
- NOACA Long Range Plan
- 2020 Subcommittee Focus Areas
- Air Quality Public Education and Outreach
- Gohio Commute update and performance measures
- CY 2019 Air Quality Trends update
- Air Quality forecast accuracy (through May 31, 2020)
- 2020 Commuter Choice Awards

No old or new business was discussed at this meeting.

The Air Quality Subcommittee will meet next on September 18, 2020 at 9:00 a.m.

#### **Transportation Subcommittee**

The Transportation Subcommittee meeting was chaired by Ms. Maribeth Feke on June 19, 2020.

Under action items, the Subcommittee endorsed the following:

- a. Project Planning Reviews (PPRs)/Intergovernmental Review and Consultation (IGRC);  
1st quarter State Fiscal Year 2021

- i. DERG Transit Vehicle Replacements
    - 1. CUY GCRTA 2020 DERG Buses: PID 112317
    - 2. LAK LAKETLAN 2020 DERG Bus: PID 112315
  - ii. Intersection improvement at Richmond Rd and Broadway Ave in Glenwillow (SUM Ravenna/Shepard/Broadway: PID 113165)
  - iii. Multipurpose trail projects in Bedford Hts and Willoughby
    - 1. CUY Richmond Rd Multipurpose Trail
    - 2. LAK SOM Center Rd Multipurpose Trail
  - iv. Traffic signal improvements along Monticello Blvd in Cleveland Hts (CUY Monticello Blvd: PID 112809)
  - v. Transit Vehicle Replacements
    - 1. CUY GCRTA 2024 - 2025 Bus Replacements
    - 2. LAK Laketrans Vehicle Replacements
  - vi. Complete Streets Improvements along East 66th Street in Cleveland (CUY E 66<sup>TH</sup> St Complete and Green Streets)
- b. Plan and TIP Amendment:
- i. CUY Innerbelt CCG3A IR-90: PID 82382
  - ii. CUY GCRTA 2020 DERG Buses: PID 112317
  - iii. CUY GCRTA 2024 - 2025 Bus Replacements
  - iv. CUY Monticello Blvd: PID 112809
  - v. CUY Richmond Rd Multipurpose Trail
  - vi. CUY SR087-12.05: PID 108766
  - vii. Lak Laketrans 2020 Derg Bus: PID 112315
  - viii. LAK Laketrans Vehicle Replacements
  - ix. LAK SOM Center Rd Multipurpose Trail
  - x. SUM Ravenna/Shepard/Broadway: PID 113165
  - xi. CUY E 66<sup>TH</sup> St Complete and Green Streets
- c. Fiscal Year 2021 Annual Priority List
- d. Functional classification amendment recommendations

Under presentation / discussion items, the Subcommittee received updates on the following:

- i. Project Maintenance Monitoring Policy
- ii. New or Modified Highway Interchange Projects Policy
- iii. NOACA Long Range Plan

Under information items, the Subcommittee received information on the 2020 Focus Areas.

No old or new business was discussed at this meeting.

The Transportation Subcommittee will meet next on September 18, 22020 at 10:30 a.m.

### **Water Quality Subcommittee**

The Water Quality Subcommittee meeting was chaired by Engineer Jim Gills on June 19, 2020 at 12:00 p.m.

Under action items, the Subcommittee endorsed the following:

- a. *Clean Water 2020 Plan (208 Plan)*
- b. Geauga County FPA prescriptions for wastewater treatment modification in Munson Township
- c. Geauga County FPA prescriptions for wastewater treatment modification in Burton Township

Under presentation / discussion items, the Subcommittee received information on the following:

- d. Future Action
  - i. Water Quality Subcommittee Charter and membership review
  - ii. NOACA Long Range Plan (ENEO 2050)
- e. Information
  - i. 2020 Focus Areas
  - ii. Approved 208 Plan Development Impact Policy

Under reports/updates, the Subcommittee received an update on watershed activities.

Under old business, the Subcommittee received an update on NOACA Board action on March 13 and June 12, 2020.

No new business was discussed at this meeting.

The Water Quality Subcommittee will meet next on September 18, 2020 at 12:00 p.m.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Updates of the Subcommittee meetings will continue to be provided to the Planning and Programming Committee.

GG/rl/8649c



**SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT  
(INCLUDES ENHANCEMENT, PLANNING AND TRANSIT RELATED PROJECTS)**

**6/30/2020**

<b>R #</b>	<b>PID NO.</b>	<b>COU</b>	<b>NOACA ATTRIBUTABLE FUNDED PROJECT</b>	<b>SPONSOR</b>	<b>NOACA SHARE (x \$1,000)</b>	<b>TOTAL COST (X\$1,000)</b>	<b>ODOT AWARD DATE</b>	<b>MOST RECENT MILESTONE</b>
<b>1</b>	<b>94963</b>	<b>CUY</b>	<b>GCRTA 2020 VEHICLE REPLACEMENT PROGRAM</b>	<b>GCRTA</b>	<b>4,463</b>	<b>5,578</b>	<b>NA</b>	<b>FUNDS TRANSFERRED FROM FHWA TO FTA 6/12/19.</b>
<b>2</b>	<b>99114</b>	<b>LAK</b>	<b>LAKETRAN 2020 LIGHT TRANSIT VEHICLES</b>	<b>LAKETRAN</b>	<b>334</b>	<b>2,364</b>	<b>NA</b>	<b>FUNDS TRANSFERRED FROM FHWA TO FTA 6/12/19.</b>
<b>3</b>	<b>96833</b>	<b>CUY</b>	<b>IR 490/SR 010-0209/1919 (OPPORTUNITY CORRIDOR - PHASE III) 4TH YEAR OF 10 YEAR COMMITMENT</b>	<b>ODOT 12</b>	<b>1,500</b>	<b>238,200</b>	<b>NA</b>	<b>PAYMENT DEDUCTED FROM STBG BUDGET FOR SFY 2020.</b>
<b>4</b>	<b>97828</b>	<b>REG</b>	<b>NOACA SFY 2020 AIR QUALITY PROGRAM</b>	<b>NOACA</b>	<b>563</b>	<b>563</b>	<b>NA</b>	<b>FUNDS ENCUMBERED 7/3/19.</b>
<b>5</b>	<b>97823</b>	<b>REG</b>	<b>NOACA SFY 2020 RIDESHARE PROGRAM</b>	<b>NOACA</b>	<b>50</b>	<b>50</b>	<b>NA</b>	<b>FUNDS ENCUMBERED 7/3/19.</b>
<b>6</b>	<b>109653</b>	<b>REG</b>	<b>NOACA SFY 2020 STOP PROGRAM</b>	<b>NOACA</b>	<b>550</b>	<b>550</b>	<b>NA</b>	<b>FUNDS ENCUMBERED 7/3/19.</b>
<b>7</b>	<b>109651</b>	<b>REG</b>	<b>NOACA SFY 2020 TLCI</b>	<b>NOACA</b>	<b>2,000</b>	<b>2,500</b>	<b>NA</b>	<b>FUNDS ENCUMBERED 7/3/19.</b>
<b>8</b>	<b>105726</b>	<b>CUY</b>	<b>US-42 - 4.29</b>	<b>MIDDLEBURG HEIGHTS</b>	<b>9,133</b>	<b>11,290</b>	<b>10/3/19</b>	<b>FUNDS ENCUMBERED 10/10/19.</b>
<b>9</b>	<b>95109</b>	<b>CUY</b>	<b>NORTH OLMSTED SIGNALS</b>	<b>NORTH OLMSTED</b>	<b>3,205</b>	<b>4,006</b>	<b>12/2/19</b>	<b>FUNDS ENCUMBERED 12/5/19.</b>
<b>10</b>	<b>98306</b>	<b>LOR</b>	<b>OBERLIN-ELYRIA RD</b>	<b>LORAIN COUNTY ENGINEER</b>	<b>1,021</b>	<b>1,276</b>	<b>2/1/20</b>	<b>PROJECT AWARDED 12/11/19. FUNDS ENCUMBERED 2/5/20.</b>

**SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT  
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**6/30/2020**

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<b>11</b>	<b>105930</b>	<b>CUY</b>	<b>E 55TH ST</b>	<b>CLEVELAND</b>	<b>1,561</b>	<b>1,951</b>	<b>2/20/20</b>	<b>PROJECT AWARDED 2/20/20. FUNDS ENCUMBERED 2/28/20.</b>
<b>12</b>	<b>107598</b>	<b>LOR</b>	<b>BLACK RIVER BIKEWAY (PHASE 4E)</b>	<b>LORAIN COUNTY METROPARK DISTRICT</b>	<b>1,021</b>	<b>2,040</b>	<b>2/20/20</b>	<b>PROJECT AWARDED 2/20/20. FUNDS ENCUMBERED 2/28/20.</b>
<b>13</b>	<b>10900</b>	<b>CUY</b>	<b>BAGLEY RD/PLEASANT VALLEY RD (SIB LOAN 5TH PAYMENT) DEBT- SERVICE</b>	<b>CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS</b>	<b>1,728</b>	<b>22,945</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>
<b>14</b>	<b>100157</b>	<b>CUY</b>	<b>HARVARD AVE (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</b>	<b>CLEVELAND</b>	<b>234</b>	<b>2,456</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>
<b>15</b>	<b>80961</b>	<b>CUY</b>	<b>ROYALTON RD (SIB LOAN 1ST PAYMENT) DEBT-SERVICE</b>	<b>CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS</b>	<b>1,259</b>	<b>15,526</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>

**SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT  
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**6/30/2020**

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<b>16</b>	<b>95557</b>	<b>CUY</b>	<b>TOWER CITY BRIDGES (SIB LOAN 2ND PAYMENT) DEBT- SERVICE</b>	<b>CLEVELAND</b>	<b>1,013</b>	<b>9,533</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>
<b>17</b>	<b>100160</b>	<b>CUY</b>	<b>W 150TH ST (SIB LOAN 3RD PAYMENT) DEBT- SERVICE</b>	<b>CLEVELAND</b>	<b>234</b>	<b>2,548</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>
<b>18</b>	<b>105029</b>	<b>LAK</b>	<b>VROOMAN RD (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</b>	<b>LAKE COUNTY ENGINEER</b>	<b>3,127</b>	<b>24,751</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>
<b>19</b>	<b>16319</b>	<b>LOR</b>	<b>LEAR NAGLE RD (SIB LOAN 3RD PAYMENT) DEBT-SERVICE</b>	<b>NORTH RIDGEVILLE</b>	<b>653</b>	<b>9,659</b>	<b>NA</b>	<b>FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.</b>

**SFY 2020 NOACA-ATTRIBUTABLE FUNDED PROJECT MONITORING REPORT  
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**6/30/2020**

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20	14821	MED	NORTH CARPENTER RD (SIB LOAN 2ND PAYMENT) DEBT- SERVICE	BRUNSWICK	1,185	11,695	NA	FUNDS FOR THE 1ST AND 2ND OF THE 2 SFY 2020 DEBT-SERVICE PAYMENTS ENCUMBERED 11/18/19 AND 2/20/20, RESPECTIVELY.
21	105938	LAK	TYLER BLVD	MENTOR	780	975	2/14/20	PROJECT AWARDED 2/4/20. FUNDS ENCUMBERED 3/19/20.
22	107562	LOR	BLACK RIVER BIKEWAY (PHASE 3C)	LORAIN COUNTY METROPARK DISTRICT	1,048	1,466	3/6/20	FUNDS ENCUMBERED 3/19/20.
23	103163	GEA	MAPLE HIGHLANDS TRAIL (PHASE 2)	CHARDON	1,003	1,610	3/24/20	PROJECT AWARDED 3/16/20. FUNDS ENCUMBERED 3/24/20.
24	105937	LAK	STEVENS BLVD	EASTLAKE	2,022	2,528	3/23/20	PROJECT AWARDED 3/20/20. FUNDS ENCUMBERED 4/3/20.
25	105717	CUY	RIDGE RD	CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS	1,697	2,122	3/10/20	PROJECT AWARDED 3/16/20. FUNDS ENCUMBERED 4/21/20.
26	105898	MED	MEDINA LINE RD (CR 2)	MEDINA COUNTY ENGINEER	2,300	2,875	6/1/20	PROJECT AWARDED 4/28/20. FUNDS ENCUMBERED 5/11/20.

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<b>27</b>	<b>105715</b>	<b>CUY</b>	<b>BRAINARD RD</b>	<b>CUYAHOGA COUNTY DEPT. OF PUBLIC WORKS</b>	<b>2,884</b>	<b>3,605</b>	<b>4/29/20</b>	<b>PROJECT AWARDED 4/29/20. FUNDS ENCUMBERED 5/27/20.</b>
<b>28</b>	<b>105936</b>	<b>LAK</b>	<b>BENNETT RD</b>	<b>LAKE COUNTY ENGINEER</b>	<b>2,000</b>	<b>2,500</b>	<b>5/29/20</b>	<b>FUNDS ENCUMBERED 6/15/20.</b>
<b>29</b>	<b>108245</b>	<b>CUY</b>	<b>CLE E 93RD ST AND E 105TH ST CORRIDOR MODAL (PEDD)</b>	<b>CLEVELAND</b>	<b>891</b>	<b>1,113</b>	<b>1/1/23</b>	<b>CMAQ ELIGIBILITY APPROVED 10/26/18.</b>
<b>30</b>	<b>99753</b>	<b>CUY</b>	<b>CUYAHOGA HEIGHTS MULTI-PURPOSE TRAIL (PH IIIA)</b>	<b>CUYAHOGA HEIGHTS</b>	<b>712</b>	<b>890</b>	<b>12/31/22</b>	<b>PROJECT RESCHEDULED TO 2ND QUARTER SFY 2023 PER SPONSOR'S CURRENT SCHEDULE.</b>
<b>31</b>	<b>108258</b>	<b>CUY</b>	<b>ROCKY RIVER SIGNALS</b>	<b>ROCKY RIVER</b>	<b>298</b>	<b>595</b>	<b>6/30/20</b>	<b>CONSTRUCTION MOVED TO 1ST QUARTER SFY 2021.</b>



## **Agenda Item No. 3**

### **PUBLIC COMMENTS**



## **Agenda Item No. 4**

### **CHAIR/EXECUTIVE DIRECTORS REPORT**



## **Agenda Item No. 5**

### **ACTION ITEMS**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Project Planning Reviews – 1st Quarter State Fiscal Year (SFY) 2021**

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Director's September 2020 agenda. Specifically, the item proposes that the projects have completed the Project Planning Review (PPR) process.

The Transportation Subcommittee supports this recommendation.

#### **BACKGROUND/JUSTIFICATION**

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

The first quarter PPR covers roadway, shared use and transit projects sponsored by the Cities of Twinsburg, Bedford Heights, Willoughby, Cleveland Heights, Cleveland and GCRTA and Laketran.

Detailed information about the projects can be found at:

[DERG Transit Vehicle Replacements](#)

[Intersection Improvement at Richmond Rd and Broadway Ave in Glenwillow](#)

[Multipurpose Trail Projects in Bedford Hts and Willoughby](#)

[Traffic Signal Improvements along Monticello Blvd in Cleveland Hts](#)

[Transit Vehicle Replacements](#)

[Complete and Green Streets Improvements along East 66<sup>th</sup> Street in Cleveland](#)

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, [www.NOACA.org](http://www.NOACA.org). A link to the PPR is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

With Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR prior to amendment to the Transportation Improvement Program (TIP).

GG/em/8650c

**Attachments: Project Summaries**

**Title:** DERG Transit Vehicle Replacements

**Sponsor:** Various

**Estimated Total Cost:** \$2,968,712

**Proposed Source of Federal Funds:** Diesel Emission Reduction Grant (DERG) Program

**History/Background:** The Diesel Emission Reduction Grant (DERG) program is supported with federal Congestion Mitigation and Air Quality (CMAQ) dollars awarded by the Federal Highway Administration to the Ohio Department of Transportation. The program provides support to public transit systems serving Ohio counties, for the early retirement and replacement of older diesel transit buses.

The following projects were awarded funding through the DERG program in January 2020:

- **CUY GCRTA 2020 DERG BUSES: PID No. 112317** - This project involves the replacement of five (5) model year 2005 diesel powered transit buses with five (5) new CNG powered transit buses. The estimated total cost is \$2,453,927. The project will be funded with CMAQ funds (\$1,644,131) and local funds (\$809,796).
- **LAK LAKETRAN 2020 DERG BUS: PID No. 112315** - This project involves the replacement of one (1) model year 2010 diesel powered transit bus with one (1) new diesel powered transit bus. The estimated total cost is \$514,785. The project will be funded with CMAQ funds (\$411,828) and local funds (\$102,957).

**Staff Comment (Summary):**

**Committee Review:**

**Transportation Subcommittee**

- No comments; recommended for Planning and Programming Committee review.

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

**Title:** Improvement at the Intersection of Shepard Road/Richmond Road and Broadway Avenue/Ravenna Road, in Macedonia, Twinsburg, Oakwood Village and Glenwillow

**Sponsor:** Twinsburg

**Estimated Total Cost:** \$3,513,020

**Proposed Source of Federal Funds:** Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program

**History/Background:** The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particular matter. The selection of projects is in accordance with the policy established by the Ohio Statewide Urban Congestion Mitigation and Air Quality Committee (OSUCC), created in November 2012.

The following project was recommended for CMAQ funding by the NOACA Board of Directors in September 2019 (Resolution 2019-046) and the Statewide CMAQ Program Committee in November 2019:

- **SUM RAVENNA/SHEPARD/BROADWAY: PID No. 113165** - This project involves improvements at the intersection at Shepard Road/Richmond Road and Broadway Avenue/Ravenna Road, in Macedonia, Twinsburg, in Summit County and Oakwood Village and the Village of Glenwillow, in Cuyahoga County (location map). The work will include adding right turn lane on Ravenna Road and a left turn lane on Shepard Road. The work will also include curb, sidewalk, signal and drainage improvements. The estimated total cost of the project is \$3,513,020. The estimated cost of preliminary engineering preliminary development (PEPD) is \$76,300. The estimated cost of preliminary engineering detailed design (PEDD) is \$13,500. The PEPD and PEDD will be funded with state funds. The estimated cost of right-of-way (RW) is \$100,000. The (RW) will be funded with CMAQ funds (\$80,000) and local funds (\$20,000). The estimated cost of construction (CO) is \$2,990,898. The estimated cost of construction engineering (CE) is \$332,322. The CO and CE will be funded with CMAQ funds (\$2,658,576) and local funds (\$664,644).

#### **Staff Comment (Summary):**

##### **RECOMMENDATION:**

- Consider low-cost safety improvements to existing crosswalks (especially at existing APT crossings) by improving visibility (high-visibility ladder-style markings increasing the width of the crosswalk, increasing the thickness of the pavement markings), prioritizing pedestrians at signalized intersections (installing countdown signals, leading pedestrian intervals, and other signal techniques), and shortening crossing distances and calming traffic (installing median refuge islands, curb extensions, etc.)

##### **INFORMATION:**

- This project is located within the Town of Twinsburg-Tinkers Creek subwatershed (HUC 04110002 05 04). According to Ohio EPA's 2020 Integrated Report, causes of water quality impairment include natural limitations, alterations to habitat, modifications to flow regime, organic enrichment, nutrients and oil and grease. Specific sources have not been identified. The project sponsor is encourage to work with the Tinker's Creek Watershed Partners to address stormwater runoff during and post-construction.

#### **Committee Review:**

##### **Transportation Subcommittee**

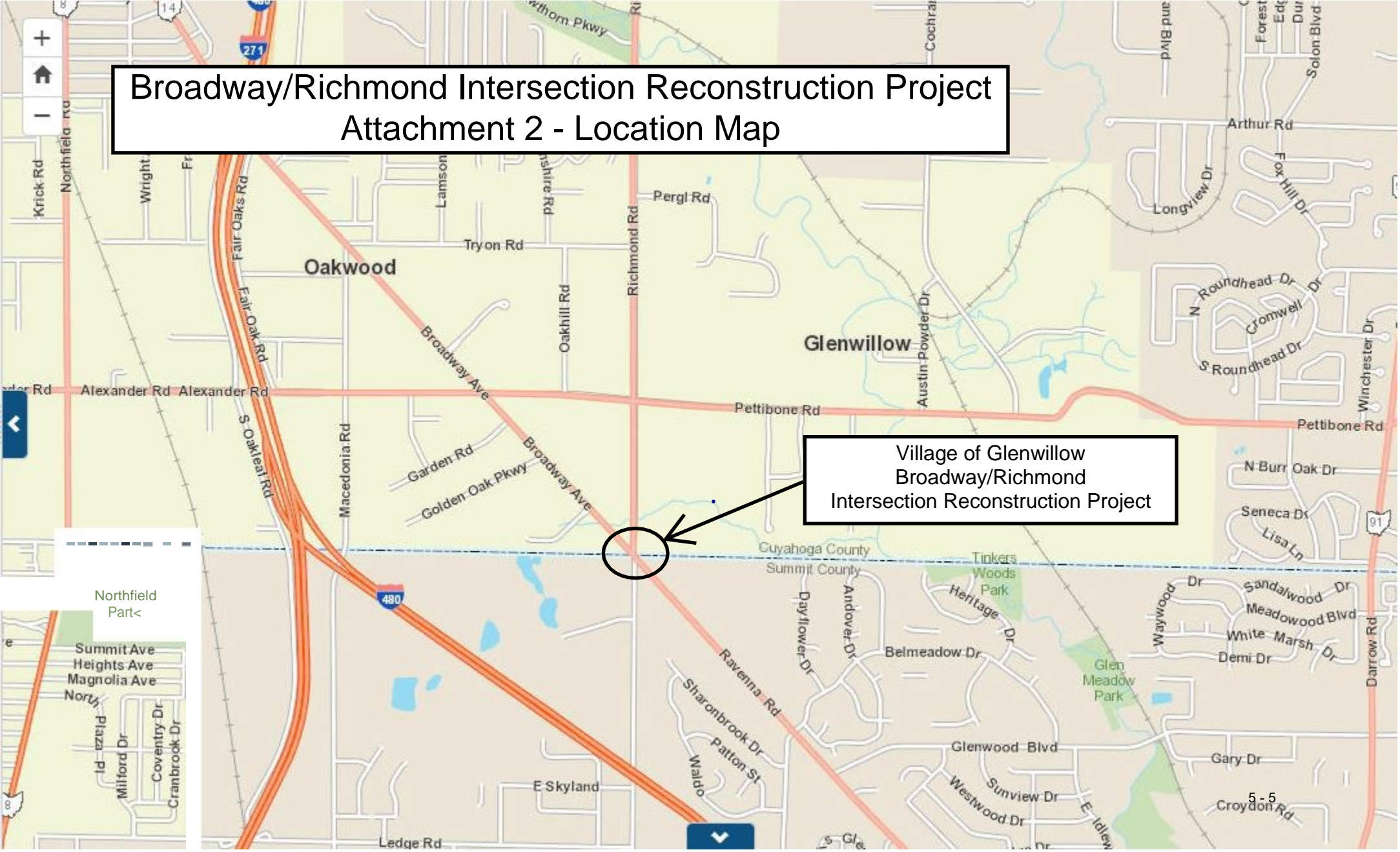
- No comments; recommended for Planning and Programming Committee review.

#### **Intergovernmental Review and Consultation (IGRC):**

#### **Public Involvement:**

# Broadway/Richmond Intersection Reconstruction Project

## Attachment 2 - Location Map



**Title:** Multipurpose Trail Projects in Bedford Heights and Willoughby

**Sponsor:** Various

**Estimated Total Cost:** \$3,172,319

**Proposed Source of Federal Funds:** Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program

**History/Background:** The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particular matter. The selection of projects is in accordance with the policy established by the Ohio Statewide Urban Congestion Mitigation and Air Quality Committee (OSUCC), created in November 2012.

The following projects were recommended for CMAQ funding by the NOACA Board of Directors in September 2019 (Resolution 2019-046) and the Statewide CMAQ Program Committee in November 2019:

- **CUY BEDFORD HTS RICHMOND RD MULTIPURPOSE TRAIL** - This project involves the construction of an all-purpose trail, along Richmond Road (SR-175), approximately one mile in length, from Miles Road, southeast, to the Bedford Heights east corporate limit (ECL), in Bedford Heights (location map). The project's estimated total cost, provided by the sponsor (Bedford Heights) is \$634,440. The estimated cost of preliminary engineering preliminary development (PEPD) is \$35,000. The estimated cost of construction (C) is \$599,400. The project will be funded entirely with CMAQ funds.
- **LAK WILLOUGHBY SOM CENTER RD MULTIPURPOSE TRAIL** - This project involves the construction of a multipurpose trail, approximately 1.5 miles in length, along SR-84 (Ridge Rd), from the Willoughby west corporate limit (WCL) to Halle Drive; then along the south side of Halle Drive, from SR-84 to SR-91 (SOM Center Road); and then along the east side of SR-91, from Halle Drive to US-20 (Mentor Avenue), in the City of Willoughby (location map). The project's estimated total cost, provided by the sponsor (Willoughby) is \$2,537,879. The estimated cost of preliminary engineering preliminary development (PEPD) is \$92,300. The estimated cost of preliminary engineering detailed design (PEDD) is \$138,416. The PEPD and PEDD will be funded with local funds. The estimated cost of construction is \$2,307,163. The construction (C) phase will be funded with \$1,845,730 of CMAQ funds and \$461,433 of local funds.

#### **Staff Comment (Summary):**

##### **CUY BEDFORD HTS RICHMOND RD MULTIPURPOSE TRAIL**

###### **RECOMMENDATIONS:**

- Consider coordinating with Solon to extend project an additional 1300' to Richmond/Cannon intersection. Current project limit at the corp. line is not a logical terminus.
- Consider low-cost safety improvements to existing crosswalks by improving visibility (high-visibility ladder-style markings increasing the width of the crosswalk, increasing the thickness of the pavement markings), prioritizing pedestrians at signalized intersections (installing countdown signals, leading pedestrian intervals, and other signal techniques), and shortening crossing distances and calming traffic (installing median refuge islands, curb extensions, etc.).
- Consider utilizing NOACA's Trail Crossing Typology Guidance to aid in design of adequate crosswalks along the proposed trail.

###### **INFORMATION:**

- This project is part of a Cuyahoga Greenways "priority project". The entire priority project segment consists of connecting west to McCracken Rd trail, and connecting east to Hawthorn Pkwy trail.

- This project is located within the Town of Twinsburg-Tinkers Creek subwatershed (HUC 04110002 05 04). According to Ohio EPA's 2020 Integrated Report, causes of water quality impairment include natural limitations, alterations to habitat, modifications to flow regime, organic enrichment, nutrients and oil and grease. Specific sources have not been identified. The project sponsor is encouraged to work with the Tinker's Creek Watershed Partners to address stormwater runoff during and post-construction.

## **LAK WILLOUGHBY SOM CTR RD MULTIPURPOSE TRAIL**

### **RECOMMENDATIONS:**

- Consider low-cost safety improvements to existing crosswalks by improving visibility (high-visibility ladder-style markings increasing the width of the crosswalk, increasing the thickness of the pavement markings), prioritizing pedestrians at signalized intersections (installing countdown signals, leading pedestrian intervals, and other signal techniques), and shortening crossing distances and calming traffic (installing median refuge islands, curb extensions, etc.).
- Consider utilizing NOACA's Trail Crossing Typology Guidance to aid in design of adequate crosswalks along the proposed trail.

### **INFORMATION:**

- This project is located within the City of Euclid-Frontal Lake Erie subwatershed (HUC 04110003 05 02). Ohio EPA's 2020 Integrated Report does not identify any causes or sources of water quality impairments. The project sponsor is encouraged to work with the Euclid Creek Watershed Council to identify BMPs to manage stormwater runoff during and post construction.

### **Committee Review:**

#### **Transit Council**

##### **RECOMMENDATION:**

- At the 5/15/20 Transit Council meeting, Laketrans noted there are a number of bus stops located along its Route # 2, which runs parallel to the proposed trail. Laketrans requested that the sponsor (City of Willoughby) coordinate with Laketrans to ensure those bus stops are accessible from the trail.

### **Transportation Subcommittee**

- No comments; recommended for Planning and Programming Committee review.

### **Intergovernmental Review and Consultation (IGRC):**

### **Public Involvement:**

# CUYAHOGA GREENWAYS



## Boundaries and Land Uses

- Greenway Project Zones
- Municipal Boundaries
- Park / Open Space
- Cemetery / Golf Course
- Rivers & Streams
- Hospital
- Public / Institutional
- Commercial / Retail

## 2017 Bikeways

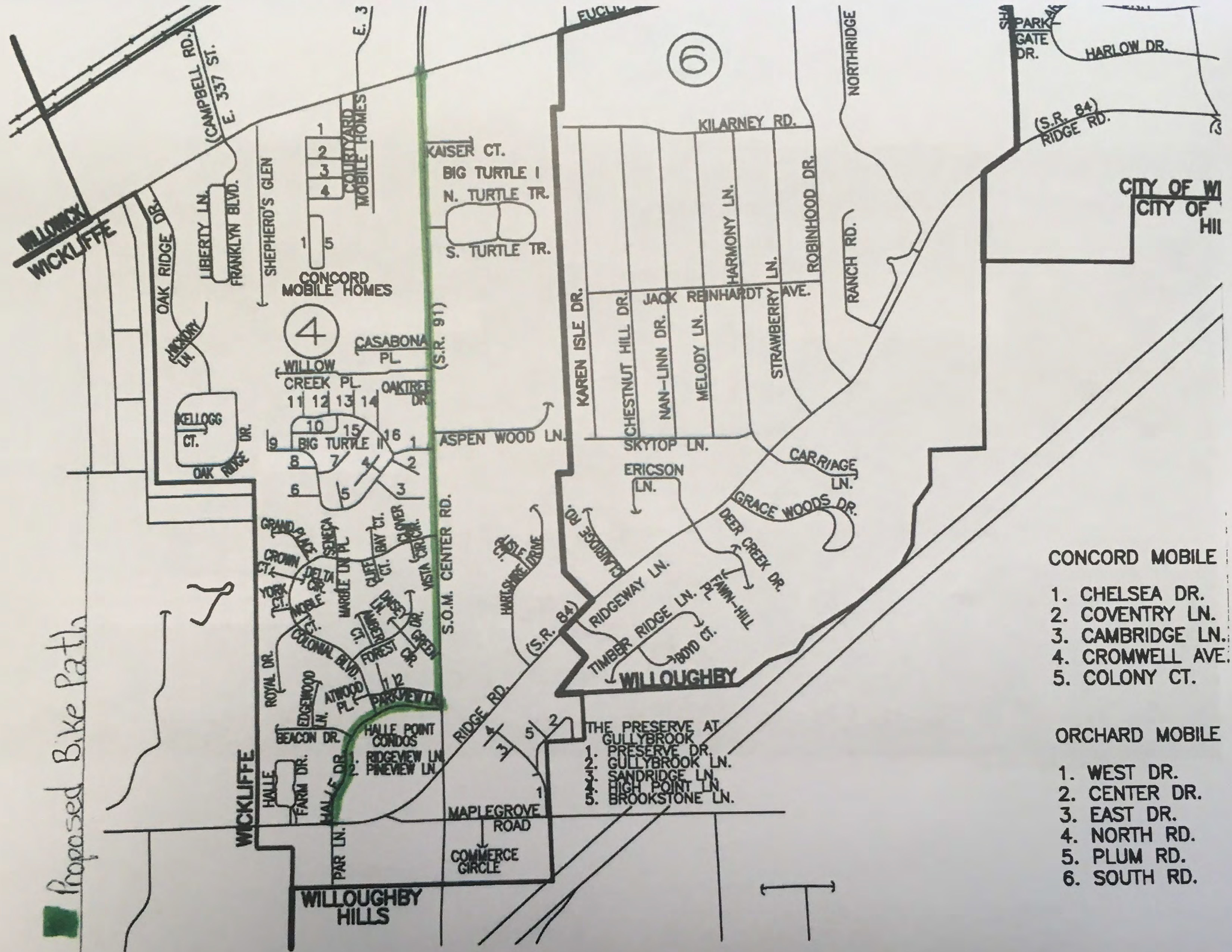
- On-Road: Proposed
- On-Road: Planned
- On-Road: Existing Route
- On-Road: Existing Lane
- Off-Road: Proposed Trail
- Off-Road: Planned Trail
- Off-Road: Existing Pathway
- Off-Road: Existing Trail
- ESG: Primary Route
- ESG: Secondary Connector

## Natural Land Cover

- Grass/Shrubs
- Tree Canopy
- Water Bodies
- Wetland
- Shoreline



Richmond Rd sidepath  
Bedford Heights, OH



SOM Center Rd in Willoughby

**Title:** Traffic Signal Improvements along Monticello Boulevard in Cleveland Heights

**Sponsor:** Cleveland Heights

**Estimated Total Cost:** \$850,700

**Proposed Source of Federal Funds:** Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program

**History/Background:** The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particular matter. The selection of projects is in accordance with the policy established by the Ohio Statewide Urban Congestion Mitigation and Air Quality Committee (OSUCC), created in November 2012.

The following project was recommended for CMAQ funding by the NOACA Board of Directors in September 2017 (Resolution 2017-038) and the Statewide CMAQ Program Committee in October 2017:

- **MONTICELLO BLVD SIGNALS: PID No. 112809** - This project involves upgrade traffic signals at 6 signalized intersections along Monticello Boulevard, from Lee Road to Belvoir Boulevard, in the City of Cleveland Heights (location map). The work includes fiber interconnect and vehicle/pedestrian detection. The estimated total cost of the project is \$850,700. The estimated cost of construction (CO) is \$773,300. The estimated cost of construction engineering (CE) is \$77,400. The CO and CE will be funded with CMAQ funds (\$320,000) and local funds (\$530,700).

#### **Staff Comment (Summary):**

##### **RECOMMENDATIONS**

- Consider incorporating recommendations from Taylor Rd TLCI study at the intersection of Taylor Rd and Monticello Rd.
- Consider low-cost safety improvements to existing crosswalks by improving visibility (high-visibility ladder-style markings increasing the width of the crosswalk, increasing the thickness of the pavement markings), prioritizing pedestrians at signalized intersections (installing countdown signals, leading pedestrian intervals, and other signal techniques), and shortening crossing distances and calming traffic (installing median refuge islands, curb extensions, etc.).

#### **Committee Review:**

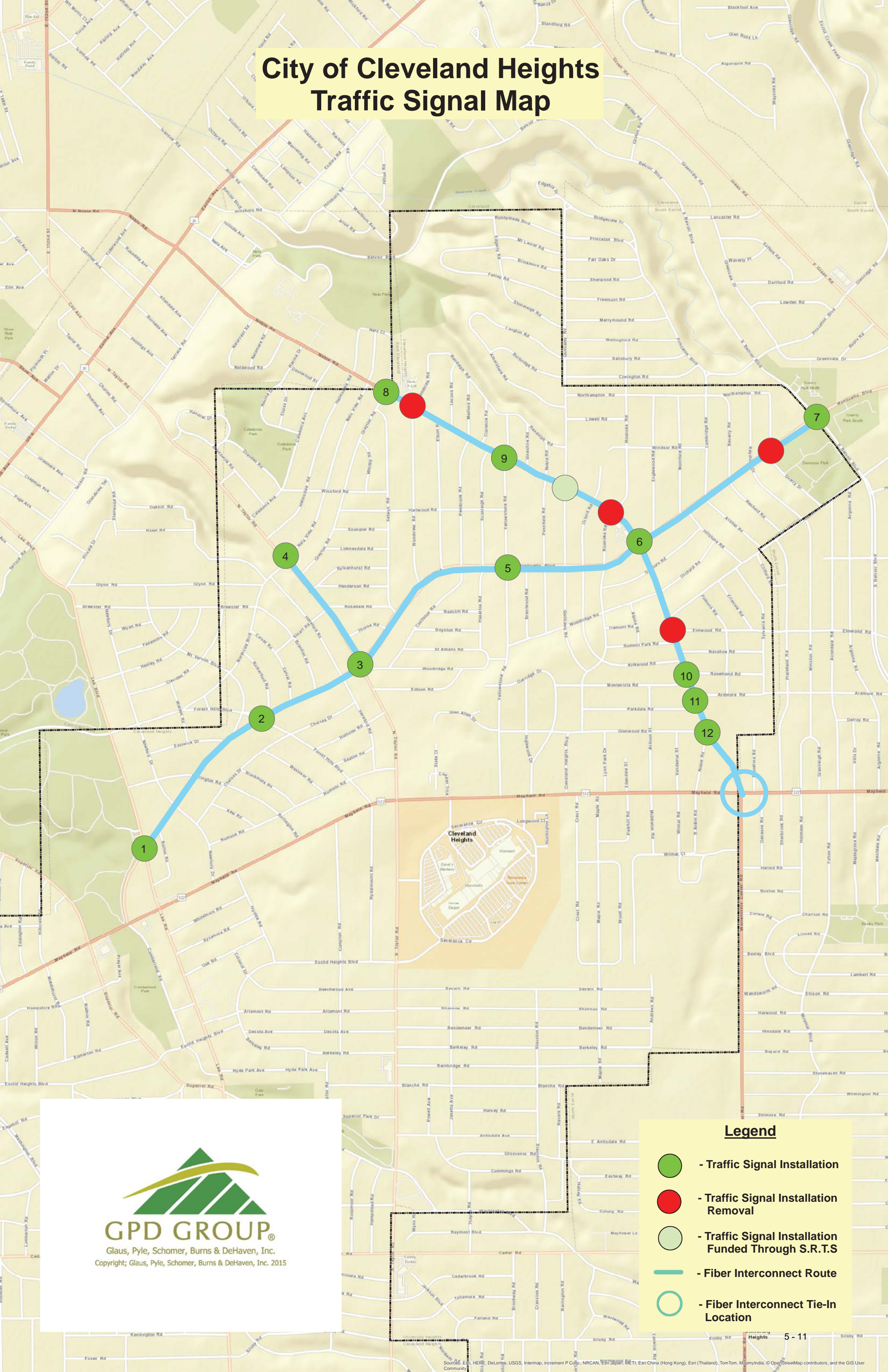
##### **Transportation Subcommittee**


- No comments; recommended for Planning and Programming Committee review.

#### **Intergovernmental Review and Consultation (IGRC):**

#### **Public Involvement:**






# City of Cleveland Heights Traffic Signal Map





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### Legend

-  - Traffic Signal Installation
-  - Traffic Signal Installation Removal
-  - Traffic Signal Installation Funded Through S.R.T.S
-  - Fiber Interconnect Route
-  - Fiber Interconnect Tie-In Location

**Title:** Transit Vehicle Replacements

**Sponsor:** Various

**Estimated Total Cost:** \$23,130,000

**Proposed Source of Federal Funds:** Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program

**History/Background:** The Congestion Mitigation and Air Quality (CMAQ) program provides funding for transportation projects and programs that reduce congestion and improve air quality for areas that do not meet National Ambient Air Quality Standards for ozone, carbon monoxide, or particular matter. The selection of projects is in accordance with the policy established by the Ohio Statewide Urban Congestion Mitigation and Air Quality Committee (OSUCC), created in November 2012.

The following projects were recommended for CMAQ funding by the NOACA Board of Directors in September 2019 (Resolution 2019-046) and the Statewide CMAQ Program Committee in November 2019:

- **CUY GCRTA 2024 - 2025 BUS REPLACEMENTS** - This project involves the replacement of 16 2014 Series 3200 New Flyer Diesel 60-ft. vehicles with 16 CNG (compressed natural gas) BRT (bus rapid transit) 60-ft. vehicles. The project also involves the replacement of 7 2014 Series 3250 New Flyer Diesel 60-ft. vehicles with 7 CNG 60-ft. vehicles. The estimated total cost, provided by the sponsor, is \$20,750,000. The project will be funded with CMAQ funds (\$16,600,000) and local funds (\$4,150,000).
- **LAK LAKETRAN VEHICLE REPLACEMENTS** - This project involves the purchase 12 light transit vehicles (LTVs) or cutaway replacements and 8 replacement vans to operate Dial-a-Ride service. Laketrans replaces aging vehicles for Dial-a-Ride service yearly as funding becomes available. Laketrans maintains a five year contract with a single vendor with options to order buses as needed throughout the life of the contract. Laketrans will be ready to authorize the purchase of additional vehicles in SFY 2025 upon funding becoming available. The estimated total cost, provided by the sponsor, is \$2,380,000. The project will be funded with CMAQ funds (\$1,904,000) and local funds (\$476,000).

**Staff Comment (Summary):**

**Committee Review:**

**Transportation Subcommittee**

- No comments; recommended for Planning and Programming Committee review.

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

# Complete Streets Improvements along East 66<sup>th</sup> Street in Cleveland

**Title:** East 66<sup>th</sup> Street Complete Streets Improvements

**Sponsor:** Cleveland

**Estimated Total Cost:** \$12,485,000

**Proposed Source of Federal Funds:** NOACA

**History/Background:** In 2010, NOACA approved funding for the League Park Neighborhood District Plan, sponsored by the City of Cleveland, through its Transportation for Livable Communities Initiative (TLCI) program. The study established a strategy for future investment in the Hough neighborhood, specifically the League Park District. The plan provided a framework to catalyze the revitalization of League Park, with the aim to bring unity, prosperity and identity to this important Cleveland neighborhood. The goal of the plan was to depict a future for the neighborhood that will direct public investment, private redevelopment and multi-modal transportation initiatives.

Since the completion of the original plan in 2012, there have been significant undertakings within and beyond the immediate study area. In addition to investments made by the residents and community stakeholders, several recent catalytic announcements for projects along the E 66<sup>th</sup> Street corridor have tipped the momentum toward the need to revisit the plan for a comprehensive update. For these reasons, an update to the TLCI was needed. Funding was provided to NOACA from the Cleveland Foundation and was approved for amendment to the NOACA budget by the Board of Directors in December 2019 (Resolution 2019-052). That study is currently being finalized.

**CUY E 66<sup>TH</sup> ST COMPLETE AND GREEN STREETS** - This project is proposed as a pilot implementation project for the recently approved NOACA Complete and Green Streets Policy (Resolution 2020-026). It initiates preliminary development and engineering of the recommendations contained within the study. Planning level scope components includes roadway, complete and green streets improvements along East 66<sup>th</sup> Street, from Euclid Avenue to Superior Avenue, in Cleveland (location map). These elements will be further refined through preliminary development, and with continued involvement from stakeholders and the public. The planning level estimated total cost of the project, provided by the sponsor, is \$12,485,000. The estimated cost of preliminary development and detail design (PD/DD) is \$485,000. The PD/DD will be funded with NOACA funds (\$125,000), funding provided by the Cleveland Foundation (\$180,000) and local funds (\$180,000). The estimated cost of construction (CO), provided by the sponsor, is \$12,000,000.

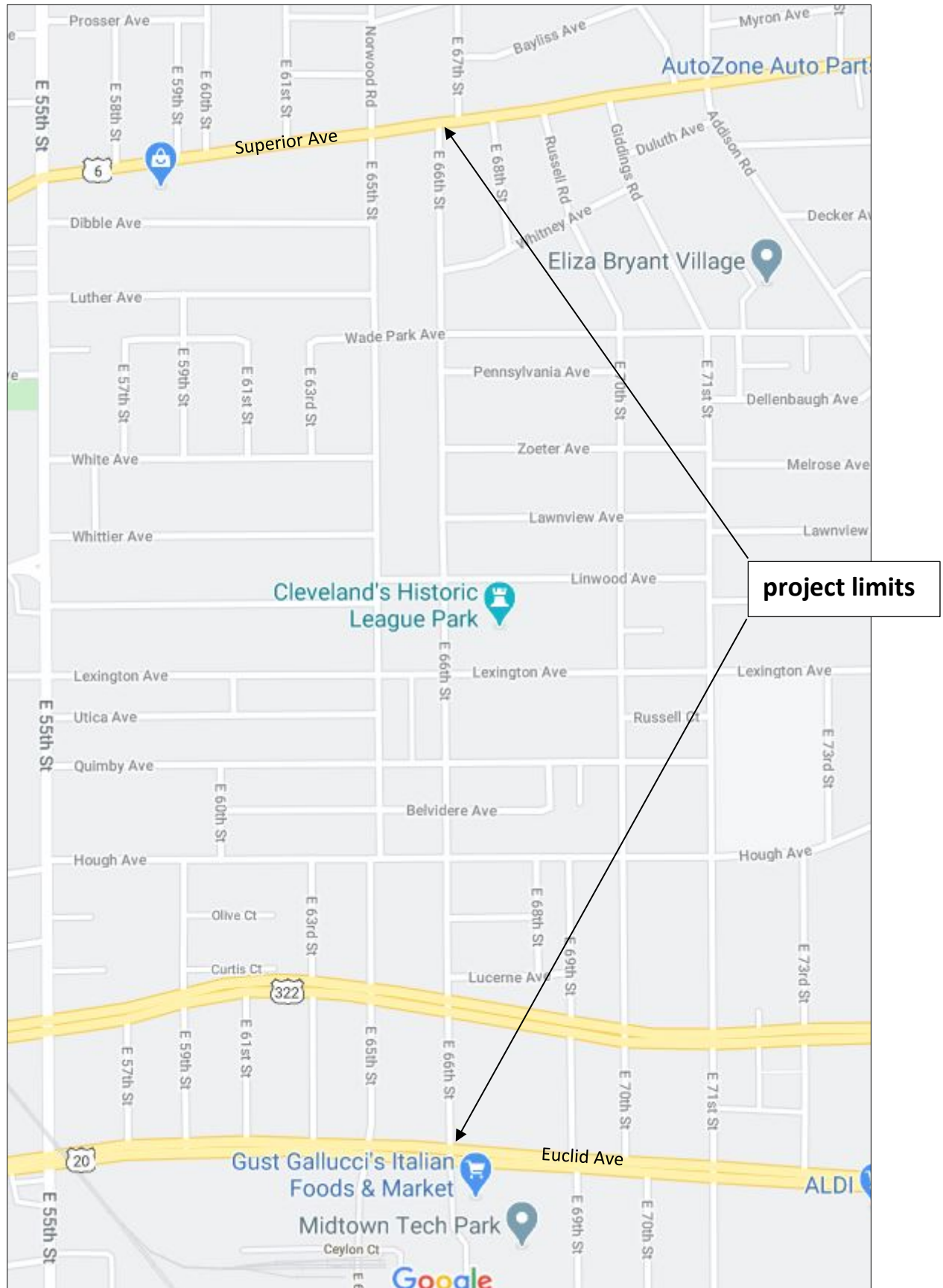
**Staff Comment (Summary):**

**Committee Review:**

**Intergovernmental Review and Consultation (IGRC):**

**Public Involvement:**

# East 66th Street Complete and Green Streets Improvements location map





## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Plan and TIP Amendments – 1st Quarter State Fiscal Year (SFY) 2021**

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Director's September 2020 agenda. Specifically, this item directs that NOACA's long-range transportation plan (Plan) and the Transportation Improvement Program (TIP) be amended to include the proposed projects as indicated. Please note that some of the projects listed are to be amended to both the Plan and TIP and others to the TIP.

The Transportation Subcommittee supports this action.

#### **BACKGROUND**

The proposed amendments to the Transportation Plan (Plan) and the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program (TIP) are being processed through project planning review (PPR). The projects include a roadway project sponsored by the City of Twinsburg, shared use projects sponsored by the Cities of Bedford Heights and Willoughby, a traffic signal upgrade project sponsored by the City of Cleveland Heights, a complete and green streets project sponsored by the City of Cleveland and transit projects sponsored by GCRTA and Laketran.

The proposed amendments also include a roadway project sponsored by the Ohio Department of Transportation (ODOT).

The project (CUY INNERBELT CCG3A IR-90: PID No. 82382) involves bridge preservation and major rehabilitation on IR-90 in the central interchange, from East 9th Street to Carnegie Avenue, including the Carnegie Avenue overhead bridge, in Cleveland.

The project's construction phase was originally on the long range transportation plan (Plan) under PID No. 82380 (CUY INNERBELT CCG3). The construction phase is being separated from the original project into two projects: PID No. 82382 (CUY INNERBELT CCG3A IR-90) and PID No. 80406 (CUY INNERBELT CCG3B IR-77). PID No. 80406 (CUY INNERBELT CCG3B IR-77) will remain on the plan.

PID No. 82382 was awarded Transportation Review Advisory Council (TRAC) funding in November 2019 and is being advanced from the plan to the TIP in order to utilize the TRAC funding.

The proposed amendments also include a roadway project sponsored by the Village of Woodmere. The project (CUY SR087-12.05: PID No. 108766) involves widening the north side pavement along SR-87 (Chagrin Boulevard), between Orange Place and Brainard Road, in the Village of Woodmere. The sponsor has requested that \$700,000 of the earmark funding programmed for the project's construction phase be redistributed to the project's right-of-way phase, increasing the right-of-way phase from \$500,000 to \$1,200,000. The funding being redistributed from construction to right-of-way increases the right-of-way cost estimate over the change in cost threshold, which requires amendment of the project in the TIP.

### **FINANCIAL IMPACT**

The cost of the projects being amended to the Plan and TIP is \$195.9 million. Funding for the projects is committed and/or planned from a variety of federal, state, and local sources. Federal funding is provided by the Federal Highway Administration and the Federal Transit Administration and administered through the Ohio Department of Transportation.

### **CONCLUSION/NEXT STEPS**

With Board approval, the amendments will be incorporated into the NOACA Plan and/or statewide TIP amendment in October 2020.

GG/em/8651c

Attachments: Amendments



**SFY 2021 - 2024 Transportation Improvement Program  
Roadway and Transportation Alternatives Projects**

7/3/20

Amendments							
PID	Project Description	Type of Work	Funding Data			AQ required?	
	CUY E 66TH ST COMPLETE AND GREEN STREETS	Complete and green street improvements	PE/DD	Cleve	\$180,000	2021	exempt
	<i>Location</i> Cleveland:	1.0 mile	PE/DD	Cleve Fdn.	\$180,000	2021	
	<i>Termini/Description</i> Euclid Ave to Superior Ave		PE/DD	TAP	\$125,000	2021	
			CO	TBD	\$12,000,000	Plan	
	<i>Project Sponsor</i> City of Cleveland				<b>\$12,485,000</b>		
	<i>Comments</i>						
82382	CUY INNERBELT CCG3C CARNEGIE	Major Reconstruction/Bridge Replacement	CO	ODOT	\$32,000,000	2023	analyzed
	<i>Location</i> Cleveland:		CO	TRAC	\$128,000,000	2023	
	<i>Termini/Description</i> IR 90 EB in the Central Interchange from E 9th St to Carnegie Ave. Includes Carnegie overhead bridge.				<b>\$160,000,000</b>		
	<i>Project Sponsor</i> Ohio Department of Transportation District 12						
	<i>Comments</i> PE AND DD PHASES COMPLETED UNDER INNERBELT CCG3 DESIGN: PID 82380						
112809	CUY MONTICELLO BLVD	Traffic signal upgrade	CE	Cleve Hts	\$48,300	2023	exempt
	<i>Location</i> Cleveland Hts:		CE	CMAQ	\$29,100	2023	
	<i>Termini/Description</i> Lee Rd to Belvoir Blvd		CO	Cleve Hts	\$482,400	2023	
			CO	CMAQ	\$290,900	2023	
	<i>Project Sponsor</i> City of Cleveland Heights				<b>\$850,700</b>		
	<i>Comments</i>						
	CUY RICHMOND RD MULTIPURPOSE TRAIL	Multipurpose trail	CO	CMAQ	\$599,400	2022	exempt
	<i>Location</i> Bedford Hts:	1.0 mile			<b>\$599,400</b>		
	<i>Termini/Description</i> Bedford Hts ECL to Miles Rd						
	<i>Project Sponsor</i> City of Bedford Heights						
	<i>Comments</i>						

PE=preliminary engineering, EE=environmental engineering, RW=right of way, DD=detailed design, C=construction, CE=construction engineering, CO=construction contract, AR=archeological recovery



**SFY 2021 - 2024 Transportation Improvement Program  
Roadway and Transportation Alternatives Projects**

7/3/20

<b>Amendments</b>							
<b>PID</b>	<b>Project Description</b>	<b>Type of Work</b>	<b>Funding Data</b>			<b>AQ required?</b>	
108766	CUY SR087-12.05	Widen the north side pavement	RW	Earmark	\$200,000	2021	exempt
	<i>Location</i>	Woodmere Village:	RW	Earmark	\$1,000,000	2021	
	<i>Termini/Description</i>	Widen the north side pavement of Chagrin Blvd (SR-87) between Orange Pl and Brainard Rd in the Villlage of Woodmere	CO	Earmark	\$1,491,638	2022	
					<b>\$2,691,638</b>		
	<i>Project Sponsor</i>	Village of Woodmere					
	<i>Comments</i>						
	LAK SOM CENTER RD MULTIPURPOSE TRAIL	Multipurpose trail	PEDD	Willby	\$138,416	2022	exempt
	<i>Location</i>	Willoughby:	CO	Willby	\$461,433	Plan	
	<i>Termini/Description</i>	SR-84 (Ridge Rd), from the Willoughby WCL to Halle Dr;	CO	CMAQ	\$1,845,730	Plan	
		Halle Dr, from SR-84 to SR-91 (SOM Center Rd); and			<b>\$2,445,579</b>		
		SR-91, from Halle Dr to US-20 (Mentor Ave)					
	<i>Project Sponsor</i>	City of Willoughby					
	<i>Comments</i>						
113165	SUM RAVENNA/SHEPARD/BROADWAY	Upgrade intersection	RW	Local	\$20,000	2024	exempt
	<i>Location</i>	Oakwood, Glenwillow in Cuyahoga County	RW	CMAQ	\$80,000	2024	
	<i>Termini/Description</i>	and Macedonia, Twinsburg in Summit County:	CE	Local	\$34,232	Plan	
		Intersection at Shepard Rd/Richmond Rd and	CE	CMAQ	\$136,929	Plan	
		Broadway Ave/Ravenna Rd	CE	Local	\$32,232	Plan	
	<i>Project Sponsor</i>	Village of Glenwillow	CE	CMAQ	\$128,929	Plan	
			CO	Local	\$308,090	Plan	
			CO	CMAQ	\$1,232,359	Plan	
			CO	Local	\$290,090	Plan	
			CO	CMAQ	\$1,160,359	Plan	
	<i>Comments</i>				<b>\$3,423,220</b>		

PE=preliminary engineering, EE=environmental engineering, RW=right of way, DD=detailed design, C=construction, CE=construction engineering, CO=construction contract, AR=archeological recovery

**NOACA**  
**SFY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Transit Projects**  
**Amendments**  
(sorted by County, Grantee Agency, PID)

7/3/20

PID	County	Grantee Agency	Project Name	Project Description	ALI	ALI Description	SFY	Line Amount	SAC	Fund Type	Fund Description	STIP Fund	Total Project Cost	AQ Status
112317	CUY	GCRTA	GCRTA FFY 2020 DERG BUSES	Purchase 5 CNG powered transit buses	11.12.01	Buy Replacements - Bus STD 40 FT	2021	\$1,644,131	4NG5	L400	CMAQ	CMAQ (DERG)	\$2,453,927	Exempt
112317	CUY	GCRTA	GCRTA FFY 2020 DERG BUSES	Purchase 5 CNG powered transit buses	11.12.01	Buy Replacements - Bus STD 40 FT	2021	\$809,796	LNTF	LNTF	Non Traditional Local Match	Local	\$2,453,927	Exempt
	CUY	GCRTA	GCRTA FY2024 Bus Replacements	Purchase 8 CNG BRT 60 ft. vehicles and 4 CNG 60 ft. vehicles	11.12.06	Buy Replacements - Bus Articulated	2024	\$8,300,000	4TB7	M400	CMAQ	Flex Transfer CMAQ	\$10,375,000	Exempt
	CUY	GCRTA	GCRTA FY2024 Bus Replacements	Purchase 8 CNG BRT 60 ft. vehicles and 4 CNG 60 ft. vehicles	11.12.06	Buy Replacements - Bus Articulated	2024	\$2,075,000	LNTF	LNTF	Non Traditional Local Match	Local	\$10,375,000	Exempt
112315	LAK	Laketrans	LAKETRAN FFY 2020 DERG BUS	Purchase 1 diesel powered transit bus	11.12.01	Buy Replacement - Bus STD 40 FT	2021	\$411,828	4NG5	L400	CMAQ	CMAQ (DERG)	\$514,785	Exempt
112315	LAK	Laketrans	LAKETRAN FFY 2020 DERG BUS	Purchase 1 diesel powered transit bus	11.12.01	Buy Replacement - Bus STD 40 FT	2021	\$102,957	LNTF	LNTF	Non Traditional Local Match	Local	\$514,785	Exempt





## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** Fiscal Year 2021 Annual Priority List

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Director's September 2020 agenda. Specifically, this action would recommend approval of the SFY 2021 Annual Priority List.

The Transportation Subcommittee supports this action.

#### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

The SFY 2021 Annual Priority List (APL) (attached) contains projects to be funded in state fiscal year 2021 with NOACA administered Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternative Program (TAP) funds. The SFY 2021 APL reflects existing and recommended projects on the Plan and TIP. NOACA staff, ODOT Districts, and the project sponsors all concur that these projects are ready and able to use the identified funding amounts during the next fiscal year.

All of the projects in the SFY 2021 APL have been processed through NOACA's project planning review (PPR) and have been amended to NOACA's Long Range Transportation Plan and the Transportation Improvement Program (TIP).

The APL represents projects prioritized for funding in SFY 2021 of the current TIP. The list includes debt service payments for previously approved State Infrastructure Bank (SIB) loans

#### **FINANCIAL IMPACT**

The total cost of the projects is approximately \$411 million with approximately \$45.9 million of NOACA funds committed. The projects are consistent with current financial forecasts, plans and budget constraints.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, NOACA will manage the SFY 2021 program to ensure the expenditure of all available funding during the fiscal year, including the advancement of additional projects as approved by the Board should funding become available.

GG/em/8652c

Attachments: SFY 2021 Annual Priority List

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
112897	Region	NOACA	NOACA D12/D3 ELECTRIC VEHICLE CHARGING STATIONS	Alternative Fuels	A purchase order contract for approximately 60 DCFC Electric Vehicle Charging Stations to be installed at various locations throughout Cuyahoga, Geauga, Lake, Lorain and Medina counties	NA	\$3,000,000
95557	Cuyahoga	Cleveland	TOWER CITY BRIDGES (SIB loan 3rd payment) Debt-Service	Bridge	Rehabilitate and replace Tower City Bridge Complex, consisting of the Huron Road bridge, Prospect Avenue bridge, West 6th Street bridge, West 3rd Street bridge and the West 2nd Street bridge, in Cleveland	NA	\$1,018,048
105029	Lake	Lake County Engineer	VROOMAN RD (SIB loan 4th payment) Debt-Service	Bridge	Reconstruct and relocate Vrooman Road, from IR-90 to SR-84 (includes bridge over Grand River), in Leroy Township and Perry Township	1.48 miles	\$3,143,948
112464	Cuyahoga	Cleveland-Cuyahoga County Port Authority	IRISHTOWN BEND SLOPE	Freight	Stabilize the slope along the shoreline of the Cuyahoga River shipping channel, in Cleveland	NA	\$3,500,000
112415	Cuyahoga	Cleveland-Cuyahoga County Port Authority	TUNNEL EXTENSION PHASE B	Freight	Outfit, finishes and commission the extended ore conveyance tunnel extension at the Cleveland Bulk Terminal, in Cleveland	NA	\$3,152,500

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
101816	Region	NOACA	NOACA SFY 2021 AIR QUALITY PROGRAM	Regional	Air quality program activities for Cuyahoga, Geauga, Lake, Lorain and Medina Counties	NA	\$180,000
101814	Region	NOACA	NOACA SFY 2021 RIDESHARE PROGRAM	Regional	Rideshare program activities for Cuyahoga, Geauga, Lake, Lorain and Medina Counties	NA	\$125,000
109652	Region	NOACA	NOACA SFY 2021 STOP PROGRAM	Regional	Signal Timing Optimization Program (STOP)	NA	\$575,000
112020	Region	NOACA	NOACA SFY 2021 SUPPLEMENTAL TRANSPORTATION PLANNING	Regional	NOACA 2021 supplemental transportation planning project	NA	\$433,300
112015	Region	NOACA	NOACA SFY 2021 TLCI	Regional	TLCI provides assistance to communities and public agencies for integrated transportation and land use planning that strengthens community livability (SFY 2019 funding will finance NOACA SFY 2020 project selections)	NA	\$2,000,000
10900	Cuyahoga	Cuyahoga County Dept. of Public Works	BAGLEY RD/PLEASANT VALLEY RD (SIB loan 6th payment) Debt-Service	Roadway	Widen, rehabilitate and add lane left turn lane along Bagley Road / Pleasant Valley Road, from Pearl Road to York Road, in Middleburg Heights and Parma	2.40 miles	\$867,720

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
100157	Cuyahoga	Cleveland	HARVARD AVE (SIB loan 4th payment) Debt-Service	Roadway	Repair and resurface Harvard Avenue, from East 116th Street to Lee Road, in Cleveland	2.01 miles	\$235,116
96833	Cuyahoga	ODOT 12	IR 490/SR 010-0209/1919 (OPPORTUNITY CORRIDOR - PHASE III) 5th year of 10 year commitment	Roadway	New construction on new alignment, from west of East 55th Street to Quebec Avenue, in Cleveland	1.70 miles	\$1,500,000
80961	Cuyahoga	Cuyahoga County Dept. of Public Works	ROYALTON RD (SIB loan 2nd payment) Debt-Service	Roadway	Reconstruct and widen Royalton Road (SR-82), from West 130th Street to York Road, in the City of North Royalton	1.70 miles	\$1,267,425
112507	Cuyahoga	Mayfield Heights	SR 091-10.63	Roadway	Rehabilitate SR-91 (SOM Center Road), from Cedar Road to Mayfield Road, in Mayfield Heights and Gates Mills	1.32 miles	\$954,311
111338	Cuyahoga	Cleveland	UNION AVE	Roadway	Resurface Union Avenue, from Broadway Avenue (SR-14) to Kinsman Road (US-422), in Cleveland	3.23 miles	\$5,107,232
100160	Cuyahoga	Cleveland	W 150TH ST (SIB loan 4th payment) Debt-Service	Roadway	Repair and resurface West 150th Street, from Industrial Parkway to Lorain Avenue, in Cleveland	1.90 miles	\$235,116

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
112477	Cuyahoga	Fairview Park	W 210TH ST	Roadway	Resurface West 210th Street, from Mastick Road to SR-10 (Lorain Rd), in Fairview Park	1.04 miles	\$1,120,726
105725	Cuyahoga	Shaker Heights	WARRENSVILLE CTR RD	Roadway	Resurface Warrensville Center Road, from Farnsliegh Road to Fairmount Boulevard, in Shaker Heights	1.34 miles	\$1,648,000
112471	Cuyahoga	Shaker Heights	WARRENSVILLE CTR RD	Roadway	Resurface Warrensville Center Road, from south corporate limit (SCL) to SR-8 (relocated Northfield Road), in Shaker Heights	0.22 mile	\$268,000
111567	Lake	Mentor	HOPKINS RD	Roadway	Resurface Hopkins Road, from Mentor Avenue (US-20) to north of SR-2 (Market Street), in Mentor	1.52 miles	\$1,164,077
112490	Lake	Lake County Engineer	MADISON AVE	Roadway	Rehabilitate Madison Avenue, from Steele Avenue to SR-84 (South Ridge Road), in Painesville, Painesville Township and Perry Township	2.48 miles	\$1,488,094
111556	Lorain	Lorain	E 36TH ST (CR-606)	Roadway	Resurface East 36th Street (CR-606), Globe Avenue to SR-57 (Grove Avenue), in Lorain	1.10 miles	\$458,000
16319	Lorain	North Ridgeville	LEAR NAGLE RD (SIB loan 4th payment) Debt-Service	Roadway	Reconstruct and widen to three lanes along Lear Nagle Road, from Lorain Road to Center Ridge Road, in North Ridgeville	1.10 miles	\$658,377

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
105772	Lorain	Lorain County Engineer	NORTH RIDGE RD	Roadway	Resurface North Ridge Road, from Toledo Ave to SR-57, in Elyria Township and Sheffield Township	2.04 miles	\$1,122,288
111592	Medina	Wadsworth	COLLEGE ST (CR-97)	Roadway	Rehabilitate College Street (CR-97), from Pardee Street to Lyman Street, in Wadsworth	0.20 mile	\$239,907
111627	Medina	Medina County Engineer	HARTMAN RD (CR-127)	Roadway	Rehabilitate Hartman Road (CR-127), from Broad Street to Reimer Road, in Wadsworth and Wadsworth Township	2.17 miles	\$550,000
111599	Medina	Medina County Engineer	LEATHERMAN RD (CR-260)	Roadway	Rehabilitate Leatherman Road (CR-260), from the bridge over IR-76 to Reimer Road, in Wadsworth and Wadsworth Township	1.35 miles	\$378,743
14821	Medina	Brunswick	NORTH CARPENTER RD (SIB loan 3rd payment) Debt-Service	Roadway	Reconstruct North Carpenter Road, from 0.60 mile north of Center Road to Boston Road, in Brunswick	2.12 miles	\$1,188,287
111630	Medina	Medina County Engineer	REIMER RD (CR-123)	Roadway	Rehabilitate Reimer Road (CR-123), from Hinkle Drive to the Medina/Summit County line, in Wadsworth and Wadsworth Township	1.88 miles	\$510,000
112563	Medina	Wadsworth	SEVILLE RD (CR-16)	Roadway	Rehabilitate Seville Road (CR-16), from Rittman Road / State Road to Main Street (SR-94), in Wadsworth	0.85 mile	\$287,842

# SFY 2021 NOACA ANNUAL PRIORITY LIST

ODOT PID	County	Sponsor	Project Name	Primary Work Category	Project Description	Length	NOACA \$
111366	Cuyahoga	Lakewood	US 006A-00.54/VAR (DETROIT AVE PEDESTRIAN SAFETY IMPROVEMENTS)	Shared Use	Reconstruct the Detroit Rd (US-6A)/ Sloan Avenue (US-20) intersection for improved pedestrian safety. Work includes paving Detroit Road from Sloan Avenue to Graber Drive	0.15 mile	\$1,308,786
108526	Lorain	Lorain	WASHINGTON AVE	Shared Use	Restripe Washington Avenue to include bike lanes (bike lane will end at bike racks at Lorain High School), in Lorain	1.40 miles	\$179,500
103290	Cuyahoga	GCRTA	GCRTA 2021 VEHICLE REPLACEMENT PROGRAM	Transit	Purchase (9) 40' compressed natural gas (CNG) buses	NA	\$4,415,600
112565	Cuyahoga	GCRTA	GCRTA RAIL PASSENGER SHELTERS	Transit	Passenger shelters for the Rail Blue and Green Lines	NA	\$1,600,000
<b>TOTAL 2021 PROJECTS</b>							<b>\$45,880,943</b>



## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Functional Classification Amendment Recommendations**

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Director's September 2020 agenda. Specifically, this action would recommend the revision of roadway functional classification for E. 66<sup>th</sup> Street in the City of Cleveland.

The Transportation Subcommittee supports this action.

#### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

The City of Cleveland has requested the following functional classification amendments:

- Revise E66th Street from a local road to a major collector from Hough Avenue to Euclid Avenue

Functional Classification is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Streets and highways are part of an interconnected network, and each one plays a role in moving traffic throughout the system. Generally, streets and highways provide either traffic mobility or land access and can be ranked in terms of the proportion of service they perform.

In June 2014 the NOACA Board of Directors approved Resolution Number 2014-025, which created a NOACA functional classification policy for the review of proposed functional classification revisions. The policy requires all proposed functional classification revisions to be evaluated thoroughly prior to making a recommendation to the Ohio Department of Transportation. Evaluation is based on guidelines suggested by the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) with some criteria refined to reflect local conditions. Criteria evaluated includes:

- Lane widths
- Shoulder widths

- Average Annual Daily Traffic (AADT)
- Access
- Speed limit
- Parallel spacing of routes
- Area type
- Percentage of mileage by functional classification (by region, by county)
- Functional classification density analysis

Based on the NOACA Functional Classification Amendment Policy, Staff recommends the proposed ODOT amendments.

#### **FINANCIAL IMPACT**

No financial impact, but approval of the functional classification recommendations could add additional mileage to the federal-aid network.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, these recommendations will be forwarded to ODOT and FHWA for further review and implementation.

GG/ks/8653c



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Facility Planning Area (FPA) Modification Request: Geauga County FPA Prescription for Wastewater Treatment Modification in Munson Township, Geauga County**

#### **ACTION REQUESTED**

The Planning and Programming Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Directors' September 2020 meeting agenda. Specifically, this item will change the Prescription for Wastewater Treatment (Prescription) to allow for the extension of sanitary sewers to service one (1) parcel in Munson Township, Geauga County.

The Water Quality Subcommittee supports this recommendation.

#### **BACKGROUND/JUSTIFICATION FOR ACTION**

Geauga County Department of Water Resources (GCDWR) requests a modification of the Prescription for a property (Parcel Number 21-157700) in Munson Township in order to extend sanitary sewer service. The modification area is 4.0 acres with the Geauga County Prescription of "no sewer service" (Attachment A). The proposed modification would change the Prescription to "may be sewer" (Attachment B). Under the federal Clean Water Act and Ohio Revised Code, Ohio EPA cannot issue a Permit-to-Install (PTI) for a sanitary sewer extension if it conflicts with NOACA's *Clean Water 2000* plan (208 Plan).

The parcel has a residential home and is owned by the adjacent University Hospitals Geauga County Medical Center (UHGCMC). The parcel is located in a residential zoning district that permits one dwelling per 2.5 acres. UHGCMC intends to use the home as a shared residence for the hospital's doctors and staff. However, the existing on-site sewage treatment system has failed. UHGCMC intends to connect the home to the Geauga County sanitary sewer that services the hospital and other commercial buildings. There is capacity in Geauga County's sewerage system to convey and treat the wastewater from the parcel. Ohio EPA has approved the use of a sanitary holding tank at the home while Geauga County pursues the FPA Prescription modification.

The affected jurisdictions are Geauga County and Munson Township. Both the Munson Township Board of Trustees and the Geauga County Board of County Commissioners (BOCC) have approved of the proposed map updates (attached). Their approvals fulfill the affected jurisdictions notification requirements under Policy 4-6 of the 208 Plan.

#### **FINANCIAL IMPACT**

NOACA's approval of the FPA modification will not result in any financial impact to NOACA.

#### **CONCLUSION/NEXT STEPS**

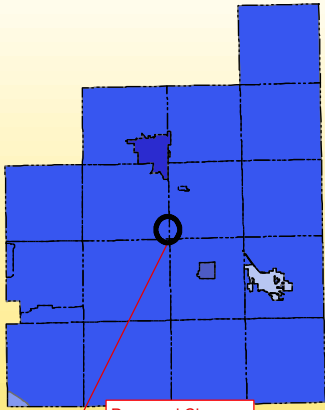
Pending Board approval, NOACA staff will submit the FPA modification to Ohio EPA.

# ATTACHMENT A: CURRENT GEauga COUNTY FACILITY PLANNING AREA (FPA) PRESCRIPTIONS FOR WASTEWATER TREATMENT IN MUNSON AND CLARIDON TOWNSHIPS, GEauga COUNTY



**DRAFT**  
 2/28/2020

## Geauga County FPA Boundaries



Proposed Changes

NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.






Munson Township

603 Hospital Dr





Geauga County FPA

Uh Geauga Medical Center

Claridon Township

-  Current FPA Boundary
-  Jurisdiction Boundary
-  Parcels
-  Proposed Modification Area
-  Gravity Sewer Line

## Current Prescriptions for Wastewater Treatment

-  Existing Sewers
-  May Be Sewered
-  Future Sewer Consideration
-  No Sewer Service

0 500 1,000 Feet

Burton Township

Pleasant Hill Golf

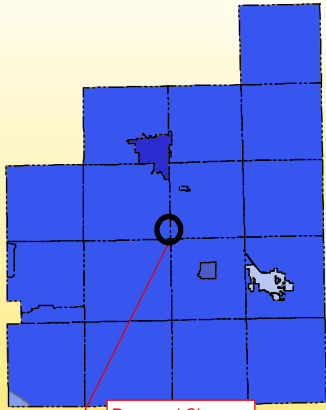
DATA SOURCES:  
 3-32 NOACA  
 Geauga County

# ATTACHMENT B: PROPOSED GEauga COUNTY FACILITY PLANNING AREA (FPA) PRESCRIPTIONS FOR WASTEWATER TREATMENT IN MUNSON AND CLARIDON TOWNSHIPS, GEauga COUNTY



**DRAFT**  
 2/28/2020

## Geauga County FPA Boundaries



Proposed Changes

NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

Munson Township

603 Hospital Dr

Uh Geauga Medical Center






Claridon Township

Geauga County FPA





Ravenwood Dr

Merrill Rd

Oaks Trl

-  Current FPA Boundary
-  Jurisdiction Boundary
-  Parcels
-  Proposed Modification Area
-  Gravity Sewer Line

## Proposed Prescriptions for Wastewater Treatment

-  Existing Sewers
-  May Be Sewered
-  Future Sewer Consideration
-  No Sewer Service

0 500 1,000 Feet

Burton Township

Pleasant Hill Golf

DATA SOURCES:  
 NOACA  
 Geauga County

# 208 Facilities Planning Area Munson Township, Geauga County



Geauga County FPA  
Modification Location

## Proposed prescriptions for wastewater treatment


- Currently sewered
- May be sewered
- No sewer service

Approved by the Munson Township  
Board of Trustees

This \_\_\_\_ Day of \_\_\_\_\_ 20\_\_

  
Andrew J. Bushman, Trustee

  
Jim McCaskey, Trustee

  
Irene H. McMullen, Trustee

Approved by the Geauga County Board  
of County Commissioners

This \_\_\_\_ Day of \_\_\_\_\_ 20\_\_

\_\_\_\_\_  
James W. Dvorak

\_\_\_\_\_  
Timothy C. Lennon

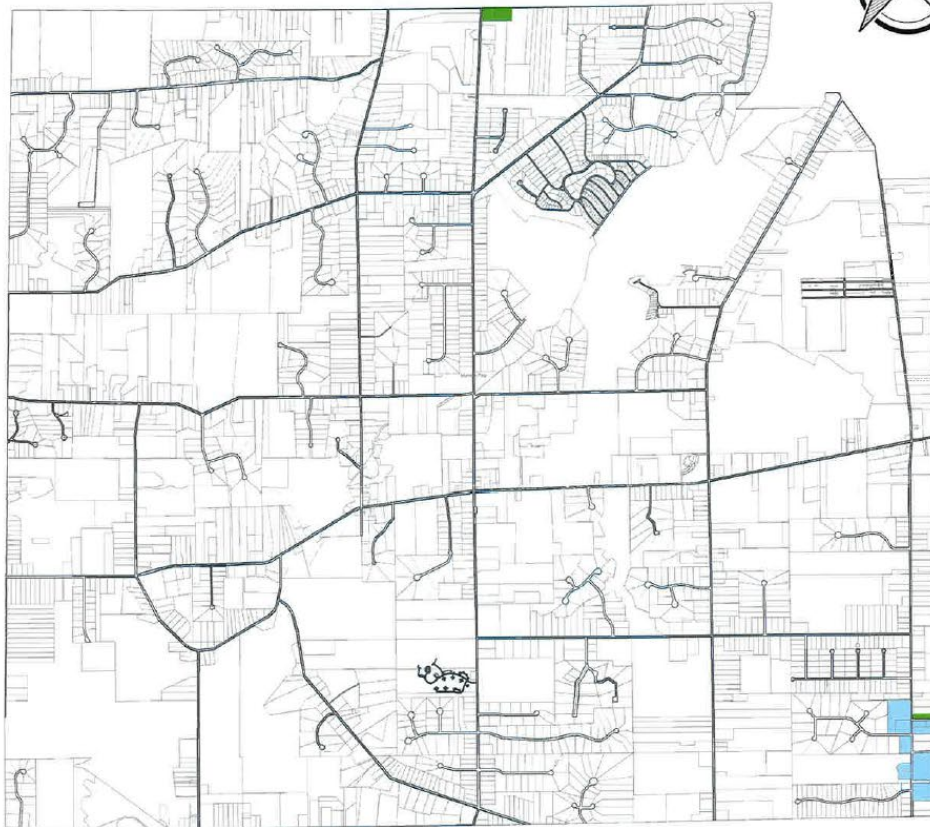
\_\_\_\_\_  
Ralph Spidalieri

This map has been produced in compliance with the Northeast Ohio Areawide Coordinating Agency and the Water Quality Management (208) plan for Northeast Ohio. The map is a proposed modification to the existing facilities planning area for Munson Township.

Data sources:  
Geauga County Department of Water Resources  
Geauga County Auditor

Map produced by:  
Geauga County Department of Water Resources  
March 10, 2020

# 208 Facilities Planning Area Munson Township, Geauga County




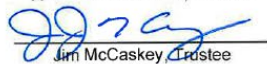
## Proposed prescriptions for wastewater treatment

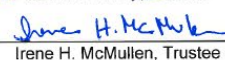
- Currently sewered
- May be sewered
- No sewer service

Approved by the Munson Township  
Board of Trustees

This 10 Day of March 2020

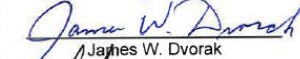
  
Andrew J. Bushman, Trustee

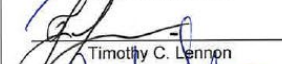
  
Jim McCaskey, Trustee

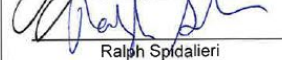
  
Irene H. McMullen, Trustee

Approved by the Geauga County Board  
of County Commissioners

This 17 Day of March 2020

  
James W. Dvorak

  
Timothy C. Lennon

  
Ralph Spidaleri

This map has been produced in compliance with the Northeast Ohio Areawide Coordinating Agency and the Water Quality Management (208) plan for Northeast Ohio. The map is a proposed modification to the existing facilities planning area for Munson Township.

Data sources:  
Gauga County Department of Water Resources  
Gauga County Auditor

Map produced by:  
Gauga County Department of Water Resources  
March 10, 2020



## Facility Planning Area (FPA) Amendment Request Form

### **Applicant:**

Geauga County Department of Water Resources (GCDWR)

### **FPA Amendment Type:**

The applicant requests a change to the Prescriptions for Wastewater Treatment (Prescriptions) in Munson Township.

### **Location:**

13193 Ravenna Road, Munson Township, Geauga County

### **FPA Boundary Change:**

None

### **Prescriptions Change Summary:**

The applicant would like to change the Prescription for this location to allow for the extension and connection of sanitary sewer to serve an existing dwelling with a failing on-site sewage treatment system.

### **Total Acres:**

4.0 acres (including the road right-of-way)

### **Total Parcels:**

One (1) parcel

Parcel Number: 21-157700

### **List of Affected Parties:**

Designated Management Agency – Geauga County

Jurisdiction – Munson Township

## **208 Plan Consistency Review**

### **Facility Planning Area Review - Applicant Needs to Solicit Support from Affected Parties**

- ✓ Applicant is the Designated Management Agency for all of the affected area.
- Applicant is not the Designated Management Agency for all or part of the affected area
  - Applicant **has** secured the approval of the entity or entities that are.
  - Applicant **has not** secured the approval of the entity or entities that are.

### **Service Extension/Community Plan Review – Amendment should be Consistent with the Prescriptions for Wastewater Treatment<sup>1</sup>**

- Applicant **does not** propose the extension of any sewer service.
  - The proposed project is limited to sewer system rehabilitation work.
  - The proposed project is limited to a plant expansion or modification to better handle wet weather flow volumes
- ✓ Applicant **does** propose the extension of sewer service to an area lying entirely within the established facility planning area of the project sponsor.
  - The proposed extension **is** consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The proposed extension **is not** consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - ✓ The applicant proposes **new** Prescriptions for Wastewater Treatment for the affected area.
- Another entity proposes the extension of sewer service to an area lying entirely within the established facility planning area(s).
  - The proposed extension is consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The proposed extension is not consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The applicant proposes new Prescriptions for Wastewater Treatment for the affected area.

### **Plant Expansion Review (if applicable)**

- The application involves a plant capacity expansion that **is** consistent with extant population projections included in the Clean Water 2000 Plan as most recently updated.
- The application involves a plant capacity expansion that **is not** consistent with extant population projections included in the Clean Water 2000 Plan as most recently updated.
  - The applicant **has** provided information that **has** sufficiently resolved any population project discrepancy.
  - The applicant **has not** provided information that sufficiently resolved the population projection discrepancy.

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<sup>1</sup> Prescriptions for Wastewater Treatment are referred to as Community Plans for Wastewater Treatment in the *Clean Water 2000* plan.

**Staff Comments:**

The parcel is owned by the University Hospitals Geauga County Medical Center (UHGCMC). The property is adjacent to the Medical Center and has an existing home that is being utilized by the hospital's doctors and staff. The current dwelling was built in 1951 and has a failing on-site sewage treatment system. The hospital would like to extend nearby Geauga County sewers to provide service to the house. However, the parcel has the Geauga County Prescription of "no sewer service," that does not allow for sanitary sewer connections (Attachment A). The proposed modification would change the Prescription to the Geauga County Prescription of "may be sewered" (Attachment B). The Prescription change would make the proposed sanitary sewer extension consistent with NOACA's 208 Plan and allow Ohio EPA to issue a Permit-to-Install (PTI) for the sewer project.

Ohio EPA has granted UHGCMC a PTI for a sanitary holding tank for the dwelling while Geauga County pursues a Prescription change to NOACA's 208 Plan. If the FPA modification request is successful, the holding tank will be decommissioned in accordance with Geauga Public Health regulations once the home is connected to sanitary sewers.

The parcel is currently zoned by Munson Township as residential and allows for one (1) dwelling per 2.5 acres.

The proposed sanitary sewers will be connected to the Geauga County Infirmary Creek Wastewater Treatment Plant (WWTP) with an average design flow of 0.149 million gallons per day (MGD). This WWTP serves the hospital and other medical, government, and church structures near the UHGCMC. There is sufficient capacity within this sewerage system to convey and treat the wastewater flow anticipated from the existing residential dwelling within the proposed modification area.

Munson Township Board of Trustees and the Geauga County Board of Commissioners (BOC) have approved of the proposed Prescription change to Geauga County's 208 Facilities Planning Area map (attached). The approval by both Munson Township Board of Trustees and Geauga County BOC fulfills the 208 Plan notification requirements.

**Staff Disposition:**

Staff recommend approval of the proposed FPA modification for the UHGCMC parcel in Munson Township. The proposed Prescription change would allow for the connection of the existing dwelling to sanitary sewers and the decommissioning of an on-site sanitary holding tank. The proposal is supported by Munson Township and Geauga County.

**Water Quality Subcommittee Disposition:**

Supports the FPA modification request

**Planning and Programming Committee Disposition:**

Action Item for July 10, 2020, meeting



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Facility Planning Area (FPA) Modification Request: Geauga County FPA Prescription for Wastewater Treatment Modification in Burton Township, Geauga County**

#### **ACTION REQUESTED**

The Planning and Programming Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Directors' September 2020 meeting agenda. Specifically, the item will change the Prescription for Wastewater Treatment (Prescription) to allow for the extension of sanitary sewers to service one (1) parcel in Burton Township, Geauga County.

The Water Quality Subcommittee supports this recommendation.

#### **BACKGROUND/JUSTIFICATION FOR ACTION**

Geauga County Department of Water Resources (GCDWR) requests a modification of the Prescription for a property (Parcel Number 04-150596) in Burton Township to extend sanitary sewer service. The modification area is 1.0 acre and has the Geauga County Prescription of "no sewer service" (Attachment A). The proposed modification would change the Prescription to "may be sewered" (Attachment B). Under the federal Clean Water Act and Ohio Revised Code, Ohio EPA cannot issue a Permit-to-Install (PTI) for a sanitary sewer extension if it conflicts with NOACA's *Clean Water 2000* plan (208 Plan).

The Geauga County Auditor classifies the parcel as owner-occupied single-family, but is located within a commercial office zoning district in Burton Township. The current dwelling on the parcel is served by an onsite sewage treatment system (STS). The parcel was purchased in January 2020 and will be used as an office for Geothermal Professionals. The new property owner intends to connect to Geauga County's sanitary sewer to the south via a private pump station and force main along an existing sanitary and drainage easement. The sewage will be treated at the County's Berkshire Industrial Park Wastewater Treatment Plant (WWTP). There is capacity in Geauga County's sewerage system to convey and treat the wastewater from the parcel.

The affected jurisdictions are Geauga County and Burton Township. Both the Burton Township Board of Trustees and the Geauga County Board of Commissioners (BOC) have approved of the proposed map updates (attached). Their approvals fulfill the affected jurisdictions notification requirements under Policy 4-6 of the 208 Plan.

#### **FINANCIAL IMPACT**

NOACA's approval of the FPA modification will not result in any financial impact to NOACA.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, NOACA staff will submit the FPA medication to Ohio EPA.



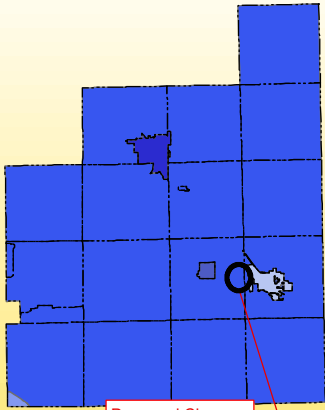
# ATTACHMENT A: CURRENT GEAUGA COUNTY FACILITY PLANNING AREA (FPA) PRESCRIPTIONS FOR WASTEWATER TREATMENT IN BURTON TOWNSHIP, GEAUGA COUNTY



**DRAFT**






5/26/2020

## Geauga County FPA Boundaries







Proposed Changes

NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

-  Current FPA Boundary
-  Jurisdiction Boundary
-  Parcels
-  Parcel #04-150596
-  Gravity Sewer Line

## Current Prescriptions for Wastewater Treatment

-  Existing Sewers
-  May Be Sewered
-  Future Sewer Consideration
-  No Sewer Service

0 150 300 Feet

DATA SOURCES:  
5 - 40  
NOACA  
Geauga County

Burton Township

Geauga County FPA

Geauga County Bershire Industrial Park WWTP

Kinsman Rd

14998

14900

White Rd



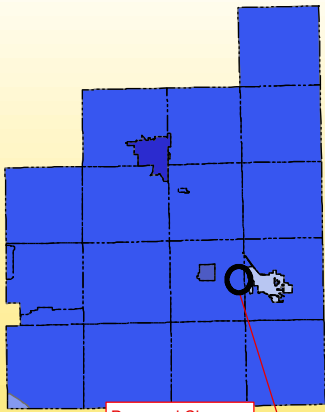
# ATTACHMENT B: PROPOSED GEauga COUNTY FACILITY PLANNING AREA (FPA) PRESCRIPTIONS FOR WASTEWATER TREATMENT IN BURTON TOWNSHIP, GEauga COUNTY



**DRAFT**






5/26/2020

## Geauga County FPA Boundaries







Proposed Changes

NOACA makes no representations or warranties with respect to the accuracy and/or completeness of the map.

-  Current FPA Boundary
-  Jurisdiction Boundary
-  Parcels
-  Parcel #04-150596
-  Gravity Sewer Line

## Proposed Prescriptions for Wastewater Treatment

-  Existing Sewers
-  May Be Sewered
-  Future Sewer Consideration
-  No Sewer Service

0 150 300 Feet

DATA SOURCES:  
5 - 41  
NOACA  
Geauga County



# GEAUGA COUNTY BOARD OF COMMISSIONERS

James W. Dvorak Timothy C. Lennon Ralph Spidalieri

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470 Center Street • Building 4 • Chardon, Ohio 44024-1071

May 12, 2020

Steven Oluic, Director  
Department of Water Resources  
470 Center Street, Building #3  
Chardon, OH 44024

Dear Dr. Oluic:

Please be advised that during session on May 12, 2020, the Board of County Commissioners took the following action:

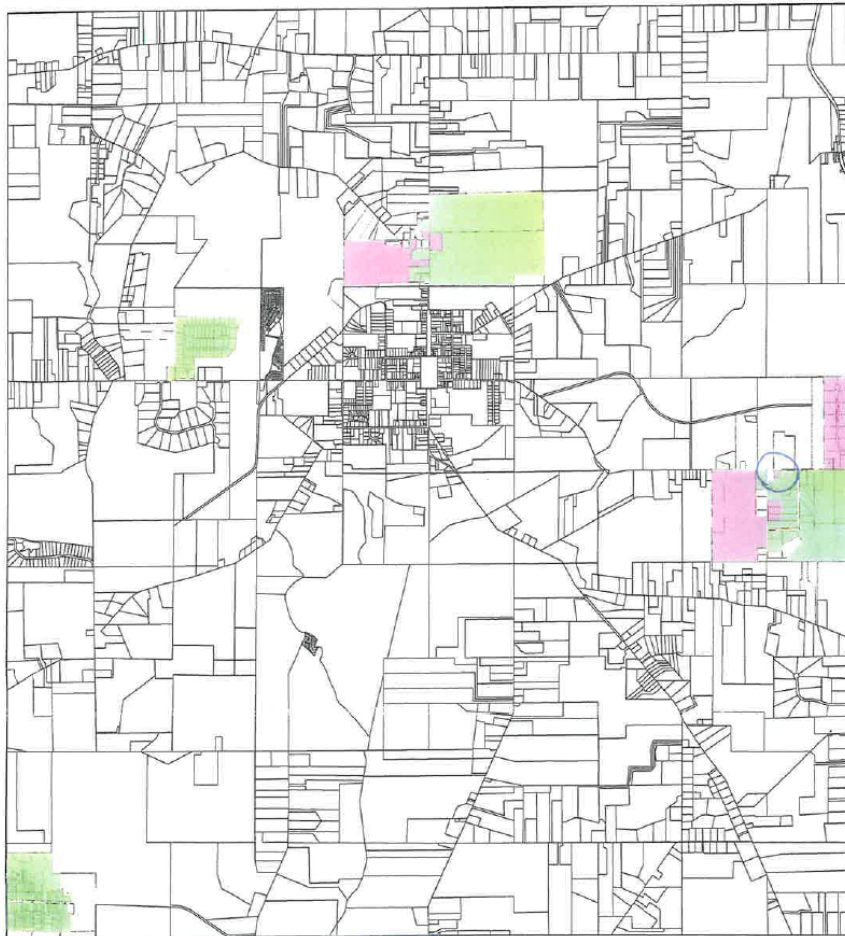
Motion: by Commissioner Dvorak, seconded by Commissioner Spidalieri to approve the Revision of the 208 Facilities Planning Area for Burton Township, to reflect the addition of Parcel #04-150596 to "May Be Sewered".

Roll Call Vote:	Commissioner Dvorak	Aye
	Commissioner Spidalieri	Aye
	Commissioner Lennon	Aye

Very truly yours,

  
Christine Blair  
Commissioners' Clerk

# 208 Facilities Planning Area Burton Township, Geauga County



## Proposed prescriptions for wastewater treatment

- Currently sewered
- May be sewered
- No sewer service

Approved by the Burton Township  
Board of Trustees

This 14<sup>th</sup> Day of May, 2020

*David F. [Signature]*  
Trustee  
*[Signature]*  
Trustee  
*[Signature]*  
Trustee

Approved by the Geauga County Board  
of County Commissioners

This 12 Day of May, 2020

*James W. Dvorak*  
James W. Dvorak  
*[Signature]*  
Timothy C. Lennon  
*[Signature]*  
Ralph Spidaleri

This map has been produced in compliance with the Northeast Ohio Areawide Coordinating Agency and the Water Quality Management (208) plan for Northeast Ohio. The map is a proposed modification to the existing facilities planning area for Burton Township.



## Facility Planning Area (FPA) Amendment Request Form

### **Applicant:**

Geauga County Department of Water Resources (GCDWR)

### **FPA Amendment Type:**

The applicant requests a change to the Prescriptions for Wastewater Treatment (Prescriptions) in Burton Township.

### **Location:**

15003 Kinsman Road, Burton Township, Geauga County

### **FPA Boundary Change:**

None

### **Prescriptions Change Summary:**

The applicant would like to change the Prescription for this location to allow for the extension and connection of sanitary sewer to serve an existing dwelling.

### **Total Acres:**

1.0 acre

### **Total Parcels:**

One (1) parcel

Parcel Number: 04-150596

### **List of Affected Parties:**

Designated Management Agency – Geauga County

Jurisdiction – Burton Township

## **208 Plan Consistency Review**

### **Facility Planning Area Review - Applicant Needs to Solicit Support from Affected Parties**

- ✓ Applicant is the Designated Management Agency for all of the affected area.
- Applicant is not the Designated Management Agency for all or part of the affected area
  - Applicant **has** secured the approval of the entity or entities that are.
  - Applicant **has not** secured the approval of the entity or entities that are.

### **Service Extension/Community Plan Review – Amendment should be Consistent with the Prescriptions for Wastewater Treatment<sup>1</sup>**

- Applicant **does not** propose the extension of any sewer service.
  - The proposed project is limited to sewer system rehabilitation work.
  - The proposed project is limited to a plant expansion or modification to better handle wet weather flow volumes
- ✓ Applicant **does** propose the extension of sewer service to an area lying entirely within the established facility planning area of the project sponsor.
  - The proposed extension **is** consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The proposed extension **is not** consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - ✓ The applicant proposes **new** Prescriptions for Wastewater Treatment for the affected area.
- Another entity proposes the extension of sewer service to an area lying entirely within the established facility planning area(s).
  - The proposed extension is consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The proposed extension is not consistent with the current Prescriptions for Wastewater Treatment for the affected area.
  - The applicant proposes new Prescriptions for Wastewater Treatment for the affected area.

### **Plant Expansion Review (if applicable)**

- The application involves a plant capacity expansion that **is** consistent with extant population projections included in the Clean Water 2000 Plan as most recently updated.
- The application involves a plant capacity expansion that **is not** consistent with extant population projections included in the Clean Water 2000 Plan as most recently updated.
  - The applicant **has** provided information that **has** sufficiently resolved any population project discrepancy.
  - The applicant **has not** provided information that sufficiently resolved the population projection discrepancy.

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<sup>1</sup> Prescriptions for Wastewater Treatment are referred to as Community Plans for Wastewater Treatment in the *Clean Water 2000* plan.

**Staff Comments:**

The parcel was recently purchased to be the office for Geothermal Professionals. The property was previously a residential home that utilized an onsite sewage treatment system (STS). The new owners intend to abandon the existing STS and connect to Geauga County sanitary sewers to the south via a private pump station and force main. However, the parcel's Geauga County Prescription is "no sewer service," which does not allow for sanitary sewer connections (Attachment A). The proposed modification would change the Prescription to the Geauga County Prescription of "may be sewer" (Attachment B). The Prescription change would make the proposed sanitary sewer extension consistent with NOACA's 208 Plan and allow Ohio EPA to issue a Permit-to-Install (PTI) for the sewer project.

The parcel is currently zoned as a Commercial Office District in Burton Township. The planned commercial use of the parcel is consistent with Township's current zoning.

The wastewater from the parcel will be treated by the Geauga County Berkshire Industrial Park Wastewater Treatment Plant (WWTP), which has an average design flow of 0.02 million gallons per day (MGD). There is sufficient capacity within this sewerage system to convey and treat the wastewater flow anticipated from the parcel within the proposed modification area.

Burton Township Board of Trustees and the Geauga County Board of Commissioners (BOC) have approved the proposed Prescription change to Geauga County's 208 Facilities Planning Area map (attached). The approval by both Burton Township Board of Trustees and Geauga County BOC fulfills the 208 Plan notification requirements.

**Staff Disposition:**

Staff recommend approval of the proposed FPA modification for Parcel Number 04-150596 in Burton Township. The proposed Prescription change would allow for the connection of commercial office to sanitary sewers and the abandonment of an onsite STS. The proposal is supported by both Burton Township and Geauga County.

**Water Quality Subcommittee Disposition:**

Supports the FPA modification request

**Planning and Programming Committee Disposition:**

Action Item for July 10, 2020, meeting



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** **Draft *Clean Water 2020* Plan**

#### **ACTION REQUESTED**

The Committee is asked to consider recommending this item to the Executive Committee for placement on the Board of Director's September 2020 agenda. Specifically, this action would recommend approval of the *Clean Water 2020* Plan. The link for the draft plan is:

<https://www.noaca.org/Home/ShowDocument?id=25053>.

The Water Quality Subcommittee supports this action.

#### **BACKGROUND**

NOACA is designated by the governor of Ohio to perform water quality management planning under provisions from Section 208 of the federal Clean Water Act (CWA). Section 208 sets forth requirements for water quality management plans (WQMPs) developed by areawide planning agencies (Areawides). These WQMPs are commonly referred to as 208 Plans. As an Areawide, NOACA prepares and maintains the region's 208 Plan. NOACA's Board functions as the region's 208 Policy Board. In this capacity, the Board oversees implementation and maintenance of the region's 208 Plan. The Board must approve all substantive modifications to NOACA's 208 Plan.

NOACA's 208 Plan addresses both municipal waste treatment (sewage) issues and nonpoint source (NPS) pollution management and controls. The plan identifies entities (designated management agencies or DMAs) with municipal wastewater treatment or NPS pollution management responsibilities. These entities implement specific water quality management duties and recommendations detailed within the plan.

*Clean Water 2020* is a comprehensive update of *Clean Water 2000*, NOACA's 208 Plan for the past 20 years. *Clean Water 2020* contains the input of many Northeast Ohio stakeholders representing government agencies, technical stakeholders and the public. Once approved by the NOACA Board of Directors (Board), certified by the Ohio governor, and approved by the United States Environmental Protection Agency (USEPA), *Clean Water 2020* will serve as the wastewater management and water quality plan for Cuyahoga, Geauga, Lake, Lorain, and Medina counties for the next 20 years.

The following goals serve as a framework for *Clean Water 2020*:

1. Optimize investment in existing infrastructure to support existing and infill development and not encourage new development on greenfield sites.
2. Provide a framework for locally determined development density that mitigates water quality impacts.

3. Protect regional water quality gains and guide implementation measures to improve water resources that do not yet meet designated uses.
4. Support programs that address stormwater and sewage treatment systems management.
5. Protect and restore critical water resource areas.
6. Support watershed planning activities that address point and nonpoint source pollution.
7. Educate local decision makers on regional water quality management issues.
8. Create a plan that can meet future water quality needs of Northeast Ohio.
9. Educate and solicit support for implementation of *Clean Water 2020*.
10. Allow flexibility in the plan to adapt to changes in future water quality needs of Northeast Ohio.

NOACA involved a broad array of individuals, groups and interested parties in the development of the *Clean Water 2020* plan through multiple outreach methods. The information gathered from these efforts helped NOACA staff produce an up-to-date, user-friendly 208 Plan that serves the wastewater management and water quality planning needs of the region. These outreach efforts included:

- The 208 Plan Working Group (Working Group), which consisted of water resource professionals to assist with the development and review of the 208 Plan.
- Three chapter focus groups for the *Clean Water 2020* chapters that deal with wastewater management, on-site sewage treatment systems, and stormwater runoff/nonpoint source pollution.
- Two online questionnaires with one directed towards wastewater management agencies and the second aimed at environmentally active citizens.
- Five public meetings co-hosted by Working Group members, one in each NOACA county.

During the development of *Clean Water 2020*, NOACA staff provided progress reports on completed work to the Water Quality Subcommittee. The Subcommittee also reviewed, commented on and offered recommendations about the information produced by NOACA staff, the Working Group, focus groups, questionnaires and public meetings.

During March and April, the Water Quality Subcommittee members were asked to review the content of the draft *Clean Water 2020* plan in detail and provide comments to NOACA staff for incorporation into the final draft. NOACA staff also worked to finalize the plan's layout.

### **FINANCIAL IMPACT**

There is no financial impact to NOACA.

### **CONCLUSION/NEXT STEPS**

After the NOACA Board approves the plan NOACA staff will submit it to Ohio EPA for certification by the governor. After certification, Ohio EPA will forward the plan to USEPA for final approval.

GG/pld/8656c

## **Agenda Item No. 6**

### **PRESENTATION AND DISCUSSION ITEMS**





## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** Long Range Transportation Plan (LRTP) Future Scenario Development

#### **ACTION REQUESTED**

No action is requested. This item is for information and discussion only.

#### **BACKGROUND**

NOACA is currently developing its new Long Range Plan, eNEO2050, which will address its transportation and environmental plans in a more comprehensive manner by explicitly integrating land use, housing, economic development and health impacts. The Long Range Transportation Plan (LRTP) component is developed through a planning process that is continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services that promote equity, economic vitality, safety, accessibility and mobility, and improved resiliency and reliability of the transportation system. As the process unfolds, many aspects of the planning effort will be shared with the Committee.

At this juncture, the transportation planning process will focus on future scenario development. To that end, we are reviewing transportation needs at a high or “30,000 foot” level with the objective of positioning the process for more detailed and deliberate discussions on the specific projects for the region. This is being done concurrently with setting vision, goals, objectives and performance measures, as well as evaluating the existing transportation system conditions. Using its existing plans and management tools, staff are currently developing needs scenarios across modes and systems that will best allow us to plan for the future of transportation.

A discussion of the future regional transportation network cannot move forward without an acknowledgement of the role technology will play in the way we move around the region, and the resulting infrastructure changes necessary to support it. The automobile industry is replacing “Horse Power” with “Processing Power” and there is a little doubt that the Plug-in Hybrid Electric Vehicles (PHEV), Connected and Autonomous Vehicles (CAV) and autonomous shuttles are going to fill our highway network sooner than expected. This technology will not replace the existing modes of travel overnight. However, the PHEVs and CAVs will slowly replace the existing conventional cars and eventually we all will be traveling in these futuristic vehicles. This may take one or two decades but it will certainly happen by the planning year of 2050. Any future transportation plan should consider these technology advancements at different levels and stages of adoption.

The development of the LRTP begins with the categorization of a set of proposed projects in terms of infrastructure, service and mode of travel.

In this step, all the proposed projects are grouped in three different categories:

- Highway – Includes roadway and bridge maintenance projects, major capacity projects, new/modified interchanges, installation of electric vehicle charging port stations, and smart freeways and arterial lanes for CAVs.
- Transit – Includes extensions to existing rail lines, new rail lines or BRT, and intermodal transit hubs as alternatives to highways.
- Non-motorized modes – Includes walk and bike connections to major transit stations, smart pedestrian crossing, and protected bike lanes.

To augment identification of the needs for the transportation system of tomorrow through NOACA planning staff efforts, regional leaders, stakeholders and the general public will be asked to provide input as well. As part of this effort, on June 17, 2020 NOACA released an announcement requesting project sponsors to submit any transportation related needs that they can envision being constructed within the next 30 years.

### **FINANCIAL IMPACT**

There is no financial impact.

### **CONCLUSION/NEXT STEPS**

Staff will continue to work on this step of the 2050 Long Rang Plan to add costing details and identify the plausible projects to satisfy the future budget constraints.

GG/rl/8657c



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Planning and Programming Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 3, 2020

**RE:** NOACA Capital Programs Performance Measures Report

#### **ACTION REQUESTED**

This item is for information and discussion.

#### **BACKGROUND**

In 2016, the NOACA Board approved Resolution 2016-029 which established NOACA's Capital Programs Performance Measures. The performance measures focus on project delivery and funding utilization for NOACA's Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and Transportation for Livable Communities Initiative (TLCI) programs, as well as State Infrastructure Bank commitments. NOACA has four Capital Programs Performance Measures which are continuously tracked by staff and reported upon quarterly:

#### Project Delivery:

1. Percent on Time Project Implementation: Projects awarded within 30 days of the committed award date. Target: > 85%
2. Percent Program Balance: The percentage of NOACA funds programmed in the 4<sup>th</sup> Quarter of the state fiscal year (April 1 – June 30). Target: < 20%

#### Fund Utilization:

3. Percent Estimate Accuracy: The variance between project cost estimates and actual project costs. Target: +/- 10%
4. Percent of Funds Encumbered: The amount of state fiscal year budget encumbered and outstanding. Target: > 95%

As you know, performance over the last few years has not been as strong as we would have liked. In SFY 2019, we only met one of the four indicators. In an effort to increase performance, we have placed more emphasis on reviewing the status with the Committee on a quarterly basis. Thus, at the upcoming meeting, staff will present a more comprehensive analysis and reporting of capital programs performance during the recent quarter for the end of the state fiscal year.

#### **FINANCIAL IMPACT**

There is no financial impact.

#### **CONCLUSION/NEXT STEPS**

Staff will continue to work with project sponsors and ODOT during SFY 2021 in an effort to meet the established Capital Programs Performance Measures.

**Attachments: 4Q Capital Programs Performance Measures Report**

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Capital Programs Performance Measures											
Measure	Description	Target	Trends			SFY 2020					Performance Narrative
			2017	2018	2019	Q1	Q2	Q3	Q4	Year To Date	
Program Delivery	% On-Time Project Implementation	Projects awarded within 30 days of commitment date  > 85%	92%	80%	93%	75%	100%	88%	60%	79%	<b>Indicator - 15 of 19 (79%) projects delivered on time</b> a) During the 4th Qtr. 3/5, or 60%, of the programmed projects were implemented on time. The two projects not awarded on time during the fourth quarter were the: 1. Rocky River Signals project (PID # 108258). Initially scheduled for award on March 31st, this project was rescheduled to June 30th due to a revised LPA schedule; and 2. Cuyahoga Heights Multi-Purpose Transit Phase IIIA (PID# 99753). Originally approved as a SFY 2019 APL project and then re-scheduled and included as a SFY 2020 APL project with an award date of March 11, 2020. In February, 2020 though, the award date was moved back Dec.31, 2020 due to ODOT concerns over the project design and projected escalating costs. This was followed in late-May, by the award date being moved back more than two additional years, to Dec. 31, 2022 (SFY 2023), per the LPA's revised schedule. b) During SFY 2020 15/19, or 79%, of the programmed projects were awarded on time. In addition to the two late projects during the 4th Qtr., the other two projects not awarded on time during the year were the: 1. Black River Bikeway Phase 3C (PID #107562) - 34 days late; and 2. US-42 Reconstruction in Parma, Parma Heights, Middleburg Hts. and Strongsville (PID #105726) that combined two NOACA STBG awards and three TLCI awards into one project across the four cities was awarded three months late.
	% Program Balance	NOACA funds programmed in the 4th Quarter  < 20%	39%	48%	56%	13%	14%	16%	15%	15%	<b>Indicator: \$7.8 M Programmed in 4th Qtr./ \$51.2 M Programmed Total SFY 2020</b> a) At the end of the year, \$7.8 million (15%) of the \$51.2 million of eligible NOACA funds remained programmed in the fourth quarter. One late third quarter projects was not awarded before the close of the quarter and slipped into the 4th Qtr: 1. Lake County's Bennett Road (PID #105936) awarded on June 4th. b) This was offset by 4 projects that were moved from 4thQ of SFY 2020 into SFY2021: 1. Main Avenue Bridge Underpass (PID #111396) - LPA schedule revision; 2. Mentor Regional Trailway Connector (PID #110399) - LPA schedule revision; 3. Cuyahoga Heights Multi-Purpose Trail (PID #99753) - ODOT concerns with current LPA design and escalating project costs - Now moved to 2nd Q SFY 2023; and 4. E. 93rd/E. 105th Corridor Modal (PEDD) (PID #108245) - moved to SFY 2021 due to TRAC award for PEDD phase; NOACA funds redesignated to CO in SFY 2022
Funding Utilization	% Estimate Accuracy	Variance between estimate and implementation  +/- 10%	-11%	-11%	-12%	12%	-1%	5%	-19%	0%	<b>Indicator: 21 projects - \$ 64.4M (TIP Budget) vs. \$64.6 M (Actual)</b> a) In the 4th quarter, four project contracts were awarded at a combined \$1.7 million under budget. This included: 1. Medina Line Road (PID #105898) awarded nearly 1.0 million under budget; and 2. Brainard Road (#105715) awarded at \$468,000 below budget. b) During the year, 22 projects were awarded a combined \$192,000, or 0.3%, over budget. Despite meeting the target for this measure, there were a wide range of project cost variances relative to TIP budgets throughout the year with: 1. Nine project contracts awarded a combined \$3.4 million, or 14.3%, over budget; 2. Four projects awarded a combined \$1,883. or 0.3%, over budget, and 3. Nine projects awarded a combined \$3.2 million, or nearly 18%, under budget.
	% Funds Encumbered	Amount of SFY budget encumbered and outstanding  > 95%	94%	94%	87%	74%	70%	98%	96%	96%	<b>Indicator - \$69.7 M (Encumbered/Budget) / \$72.3 M (Budget)</b> a) After being well under the target of at least 95% through the first two quarters, steps taken during the 3rd and 4th quarters resulted in this measure improving to 96% by the end of the year. Steps taken to improve this measure included: 1. Advancing all eligible SFY 2021 projects to the current year; 2. Pre-paying a SFY 2021 State Infrastructure Bank (SIB) loan payment for the Bagley Road/Pleasant Valley Road; and 3. Advancing \$9.6 million of programmed SFY 2021-24 STBG funds for the GCRTA Rail Car Replacement Program to SFY 2020.



## **Agenda Item No. 7**

### **OLD BUSINESS**



## **Agenda Item No. 8**

### **NEW BUSINESS**



## **Agenda Item No. 9**

**ADJOURN**

